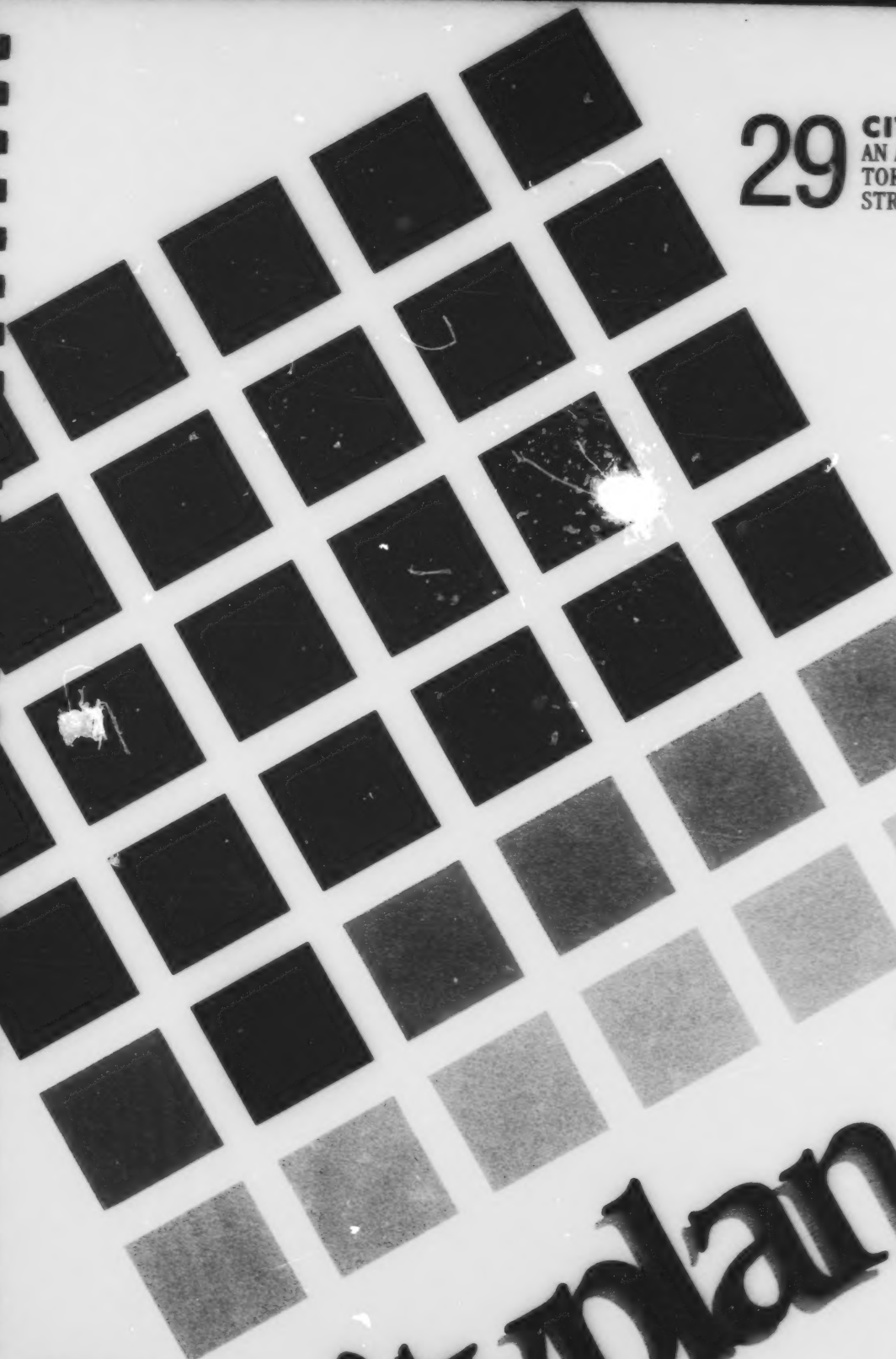

29 CITY PATTERNS: AN ANALYSIS OF TORONTO'S PHYSICAL STRUCTURE AND FORM

Cityplan '91

City of Toronto
Planning & Development
Department

Robert E. Millward
Commissioner

29

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OCTOBER 1992

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CITY PATTERNS:
An Analysis of Toronto's Physical Structure and Form

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THE STUDY

City Patterns is a documentation and analysis of Toronto's physical structure. The study describes the City through a series of maps, each representing one or more elements of physical structure or form. Seen in isolation, elements like open space, streets and view corridors exhibit particular patterns. It is these patterns and their relationship to each other that give Toronto its physical particularity.

City Patterns is principally a description of Toronto's physical condition, as found. It is not a history, although a brief history of physical development is included to provide context. The City's patterns were shaped by economics, politics, and culture, but their effects are not described here since more comprehensive investigations of such issues are available elsewhere. The study concentrates on the City's physical form, attempting to address a gap in the analyses of Toronto currently available.

The characteristic patterns of a city are part of the everyday experience of its residents and the collective memory of the place. Toronto's ravine parks, for examples, are a unique local feature and influence the experience that residents have of nature in the City. The typical residential streets of Toronto, with their trees, lawns, porches and semi-detached houses, always in brick, are made of elements found in other cities, but combined in a way particular to Toronto. Views of the water orient Torontonians and keep an important physical feature regularly before them. Local landmarks and their composition on the skyline are absolute identifiers of the City. To change these patterns is to change the place.

A city's physical structure is enduring and influential. One building, in its lifetime, may see many occupants come and go, accommodate several very different activities and see its surrounding neighbourhood change, decay and reform. Public places — streets, squares and parks — are more enduring still. Once established, they are rarely closed or moved — the city conforms to them. Every generation's addition to the city is a legacy that others will have to contend with.

On the other hand, no generation rebuilds a city by itself. The city, at any moment in time, is part of a continuum. In order to add a layer to that continuum, to make intelligent additions to the city that reinforce successes, enhance the existing, and keep the way open for future evolution, Torontonians need to understand the setting within which they build.

An understanding of a city's physical patterns gives the inter-generational task of city-building one basis that does not depend on an independent vision. In a time of rapid changes and diverse building objectives, consideration of the city's existing patterns can contribute to finding ways to build new buildings and new districts which are in harmony with the existing city while responsive to contemporary goals. The existing patterns are not a model for future development, but they are part of the equation in a city which values its history.

Toronto has always been sceptical of big plans, particularly those of a design nature. Whether from financial conservatism or political chariness, this attitude has limited long-term physical planning, but has also saved Toronto from spectacularly bad grand projects. To consider new work in light of existing patterns is in keeping with Toronto's prudent and pragmatic culture.

Identifying the physical patterns of a city is not always straightforward. Cities are intricate and messy, moulded by countless influences. The City Patterns analysis de-laminates the City, pulling it into layers for closer inspection. Individual elements are examined one at a time, away from the distracting complexity of the whole. The analysis does not follow Toronto's historic development, although history affects the story. Instead, it describes the City in terms of one aspect at a time, topography, landmarks or views, for instance.

The structure of Toronto has been most strongly influenced by two key elements: the site's natural features and its first large-scale human intervention, the original surveying grid. Topography influenced the early town's location and expansion. It affected the siting of most open spaces and most large scale infrastructure. The early surveyors' grid determined Toronto's street pattern, typical city view corridors, the siting of landmarks and the manner in which the City expanded. City Patterns is the story of these and other elements, and their impact on Toronto.

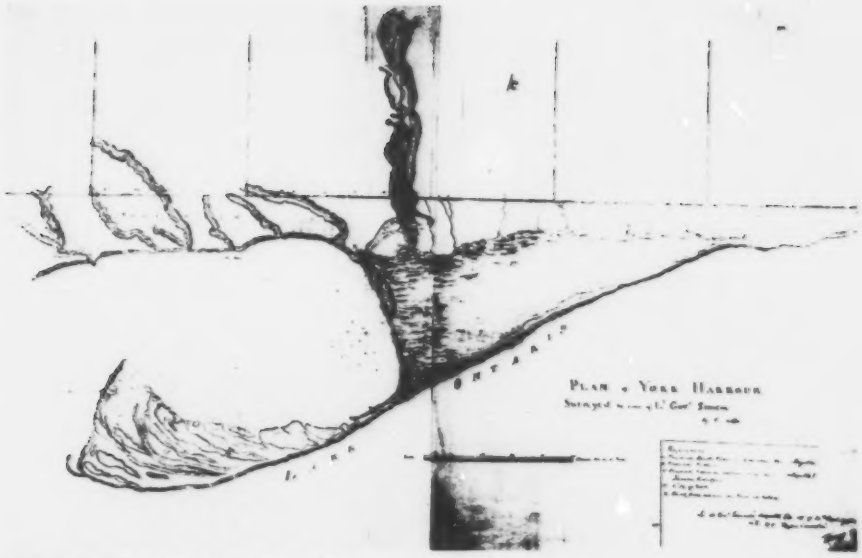


illustration I.1 *Plan of the new town - Toronto in 1793*

A Short History of Toronto's Urban Form[1]

1. Based on work prepared for the City of Toronto Planning and Development Department by George Baird, of Baird Sampson Architects.

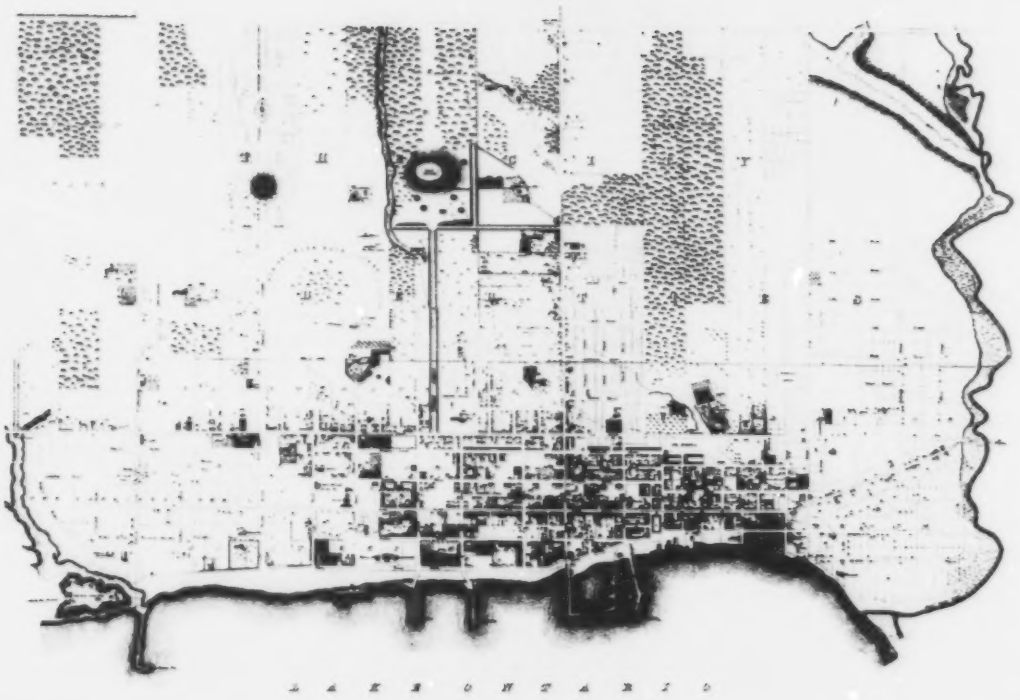


Illustration I.2
Toronto in 1842, just prior to the arrival of the railroads.

the foundation of Toronto

Toronto is sited on a gently sloping plateau on the north shore of Lake Ontario. An Indian settlement before the arrival of European explorers, Toronto was chosen as the site for a fort and garrison town in 1793 to take advantage of an accessible shoreline, protected harbour and river connections to the north.

An evocative drawing (illustration I.1) made at the time of Toronto's foundation captures the key elements of the site. The form of the harbour is sharply defined, as is its enclosing peninsula, an arm of land ultimately severed from the mainland by a violent 19th century storm to become the Toronto Islands. To the north of the harbour can be seen the beginning of the plateau which was to provide the base for Toronto settlement for the entire 19th-century. Bounded on the east by the valley of the Don River, this plateau stretches some five kilometres north before it meets the shallow rise which formed the shoreline of Lake Iroquois in prehistoric times. To the west, the plateau of central Toronto was never as sharply defined as it was to the north and east, and the City's early growth spread in that direction as a result. For a long period, the Don Valley marked the eastern edge of the City. Problematic institutions were located on the other side of the valley. Here, for example, one found the jail and the cholera hospital. By the early 20th century, however, bridges across the Don Valley allowed the City to expand eastward.

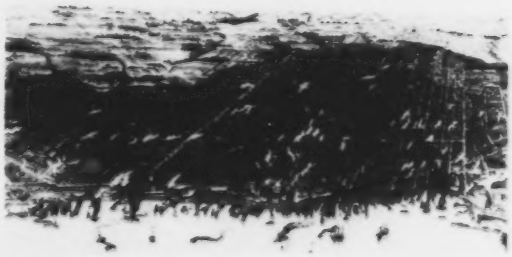


Illustration I.3
A bird's eye view of Toronto in the 1880's.

The same map depicts the generic form of Toronto's original design - the ten square blocks of the Georgian garrison town. It also shows Lot Street

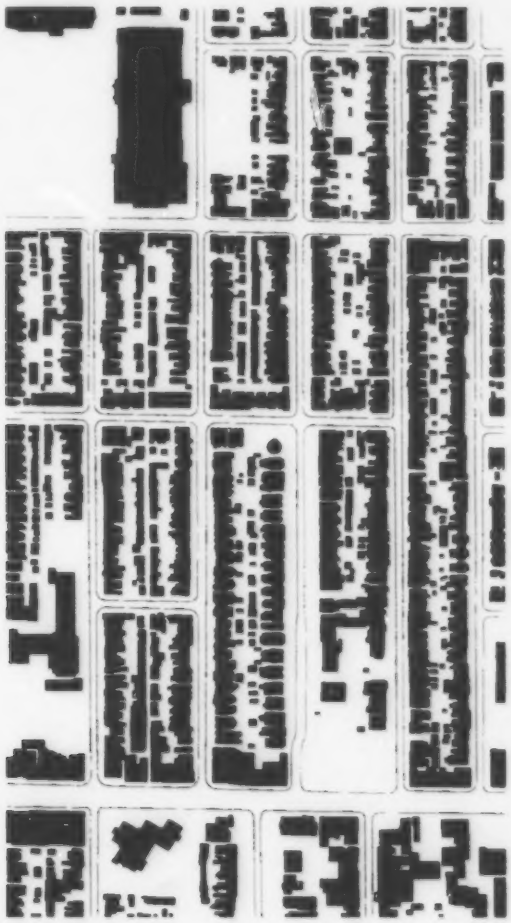


Illustration I.4
A figure ground of Toronto's residential fabric today, virtually unchanged from the original 19th century fabric.

(now known as Queen Street), the southern-most line of the concession grid, the surveying grid which was to shape the City's later growth.

nineteenth century evolution

A detailed map of Toronto from 1842 (illustration I.2) depicts the development which had been put in place by that date. The town had expanded considerably beyond the original ten blocks, filling in the area south of Lot Street, the original boundary of the town and the baseline for the series of park lots stretching to the north. By this date, urban development had already begun in the park lots, especially along the east and west sides of Yonge Street, the increasingly important spine to the north. What is more, the colonial establishment had selected what it considered an appropriate site for a university, on a prominent rise of land, two park lots west of Yonge Street.

In 1847, Toronto's whole relationship to the harbour began to be transformed by the introduction of a rail corridor across the waterfront. As a result, the level of urban amenity foreseen for the water's edge was soon to be prejudiced by expanding industry. A view of the City only three decades later (illustration I.3), shows the dramatic urban impact of the railway. Not only has major landfill begun to occur, a whole new linear

Illustration I.5
A typical Toronto residential street - Sherbourne Street in the late 19th century.

element has stretched across in front of the fabric of the existing city, breaking the historic connection to the water which was part of the town's original raison d'etre. This break, in urban design terms, reverberates through Toronto's structure to the present day. But, at the same time that it separated the urban fabric of Toronto from the harbour, the rail

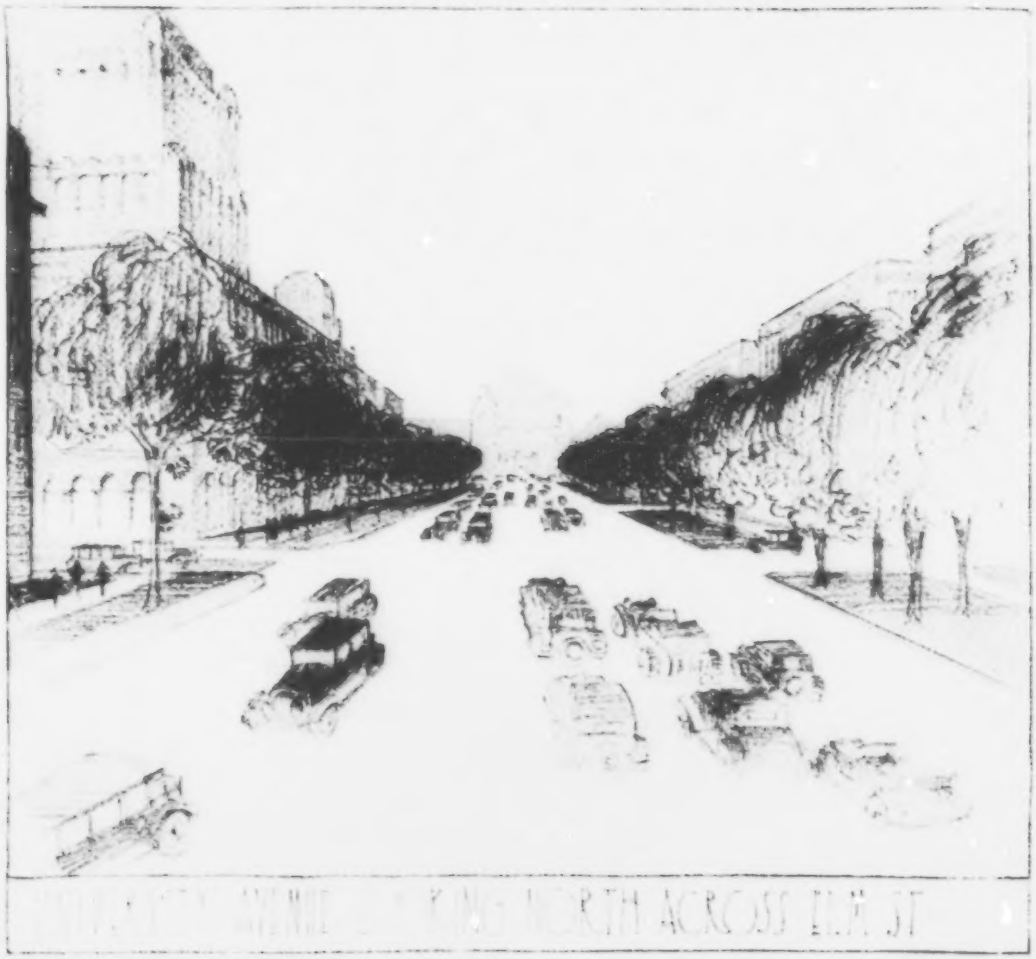


Illustration L6
A proposal for University Avenue made by the Guild for Civic Art

Illustration L7
The Lawrence Park Estates as depicted in a marketing brochure for the new development

Illustration L8
Downtown Toronto circa 1900 made up of a pre-elevator fabric of 3 to 5 storey buildings.

Illustration L9
Downtown Toronto in 1940. Buildings are taller and larger than 1900 but still conform to the traditional order of the City.

way set in motion a whole series of other transformations. Grain elevators, warehouses and factories, visible in this illustration, were constructed along the length of the rail corridor. During the same period, the Don Valley was progressively exploited for economic gain, both agricultural and industrial. The lower part of the river was straightened to facilitate an eastern entrance of the rail to Toronto and, by the early 20th century, the marshes at the mouth of the river had been filled to create a large port area.

Parallel with these dramatic transformations, the vernacular residential development of Toronto continued straightforwardly. It was largely during the prosperous second half of the 19th century that the extensive, and utterly characteristic, residential fabric of the City came into being. Even today, this fabric shows a very high degree of consistency, both morphologically (in terms of the patterns of streets and blocks, and the way in which buildings were placed on the lots) and typologically (in terms of the kind of buildings erected). Rows of long and narrow blocks were laid out on a rectilinear grid;each block comprising a quite standardized series of lots from 15 to 35 feet wide and from 90 to 150 feet deep. Detached, semi-detached, or row houses were erected on these character-

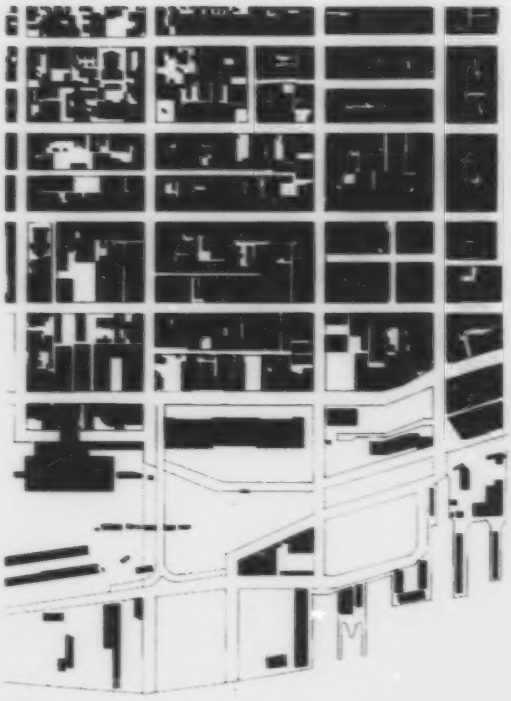


Illustration I.10a
The changing scale of downtown development is evident when a figure ground map of the area in 1924 (above) is compared to the contemporary figure ground (b)

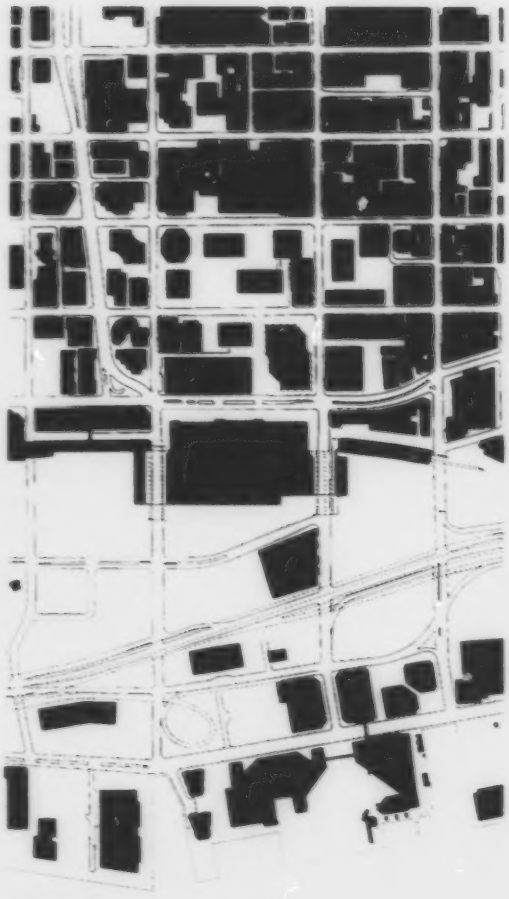


Illustration I.10b
Contemporary figure ground of downtown Toronto

istic lots(illustration I.4), most two to three storeys in height. A typical street scene of the late 19th century (illustration I.5) shows a pattern of planting, both private (in the fenced yards) and public (on treed boulevards) that provided Toronto neighbourhoods with very high level of urban amenity.

"City Beautiful" aspirations in the early 20th century

Shortly after the turn of the century, a generation of urban visionaries formed a group called the Guild for Civic Art whose aim was the lifting of Toronto's urban design aspirations. One of the group, the architect John Lyle, prepared several ambitious plans for the restructuring of downtown Toronto, all of which followed in significant degree the principles of the movement now known as the City Beautiful movement. Few of the Guild's schemes were ever realized (illustration I.6), one prominent exception being the extension of Bloor Street (the east/west arterial at the north limit of the park lots) eastward across the Don Valley. This extension was ultimately established by the construction of the impressive Bloor Street Viaduct.

Somewhat more successful in implementing their planning ideas for Toronto were the developers of the new garden suburb of Lawrence Park, constructed in the north part of the City just before World War I (illustration I.7). The suburb's layout shows formal ambitions to vary road patterns from the neutrality of the Toronto's ubiquitous grid, to respond to and incorporate topographical features as part of the image of the neighbourhood, and to provide community foci and visual emphases as part of the physical form of the suburb.

twentieth century evolution

downtown

By 1900, the City's commercial core had shifted west from the original ten blocks to the north-south axis of Yonge Street and beyond. Decisive evidence of this shift was the location of the new City Hall (now known as Old City Hall) opened in 1899 on the axis of Bay Street. In 1900, the City's downtown comprised a relatively tight fabric of three- to five-storey warehouse and office buildings, generally built with masonry perimeter walls and heavy-timber internal structures (illustration I.8). Erected

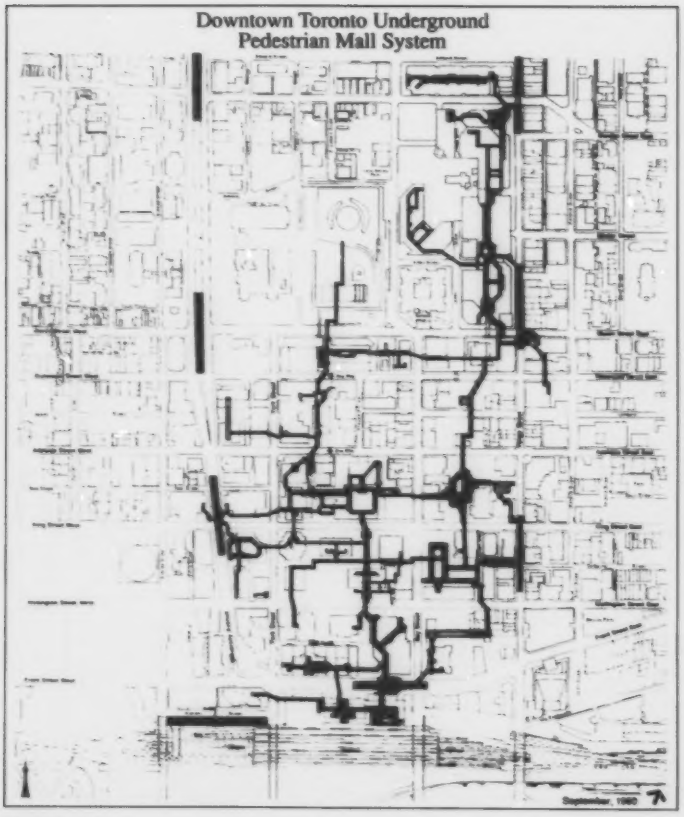


Illustration I.11
Toronto's underground system in 1991. Almost thirty years after the consturction of the first underground concourse the system had extended to some 6 kilometres of connected passageways.

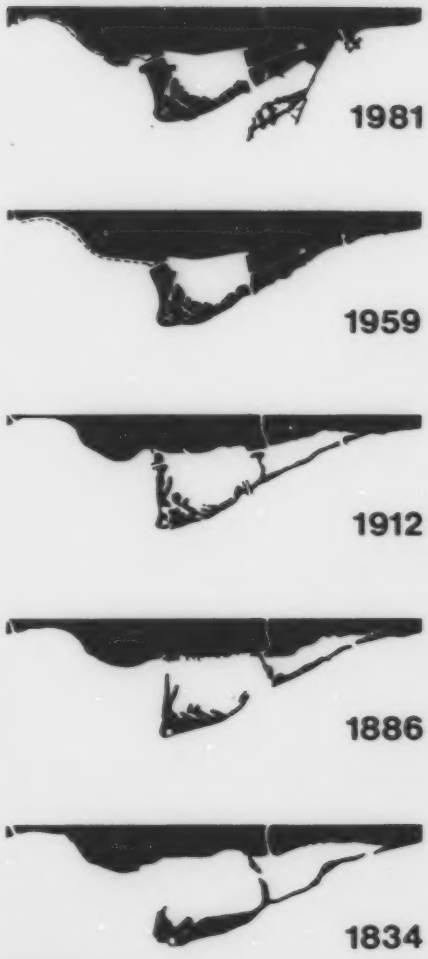


Illustration I.12
The evolution of Toronto's shoreline from 1834 to 1981. The headline has been pushed out almost 800 metres into the lake in some places, since the town's founding.

party-wall to party-wall on their lot lines, these typical buildings had a formal face to the principal street and service access from the area lane.

A disastrous fire in 1904 destroyed much of the downtown core. Subsequent building regulations intersected with changes in building technology and with a new wave of economic expansion just prior to World War I to produce Toronto's first skyscrapers —elevator-serviced office buildings of fireproof construction up to 20 storeys high. Although they departed significantly in height from their 19th century predecessors, these buildings did not depart from their site planning principles. They were still built property line to property line and presented public faces to the street. Thus the characteristic form of public space in the City core was more or less preserved in its 19th century form, even as these new structures began to fundamentally alter the skyline. In this domain the newly powerful urban institutions of commerce increasingly usurped the prominent role once accorded the spires of churches and other public institutions.

Even the larger-scale developments of the 1920s and 1930s did not fundamentally alter the relationship of building types to urban structure which had been operative since the middle of the 19th century. Sophisticated examples of construction from that period, such as the Royal York Hotel and the Canadian Bank of Commerce, varied from their prewar predecessors in showing a newly plastic interest in the silhouette of the tower against the sky. Yet these projects still respected the ground-level pattern of street space, street wall and party-wall which had been such a strong tradition in Toronto since the middle of the 19th century (illustration I.9).

A much more drastic change began to occur with the great development boom of the 1960s and 1970s. The first tower of the Toronto Dominion Centre, designed by Ludwig Mies van der Rohe, introduced a new typology of buildings to the core. Like their late 1920s and 1930s predecessors, the Toronto Dominion Centre and its 1970s successors, presented themselves very strongly as profile objects to be read symbolically against the sky. But they did not stop at this. Unlike the early generation of buildings,

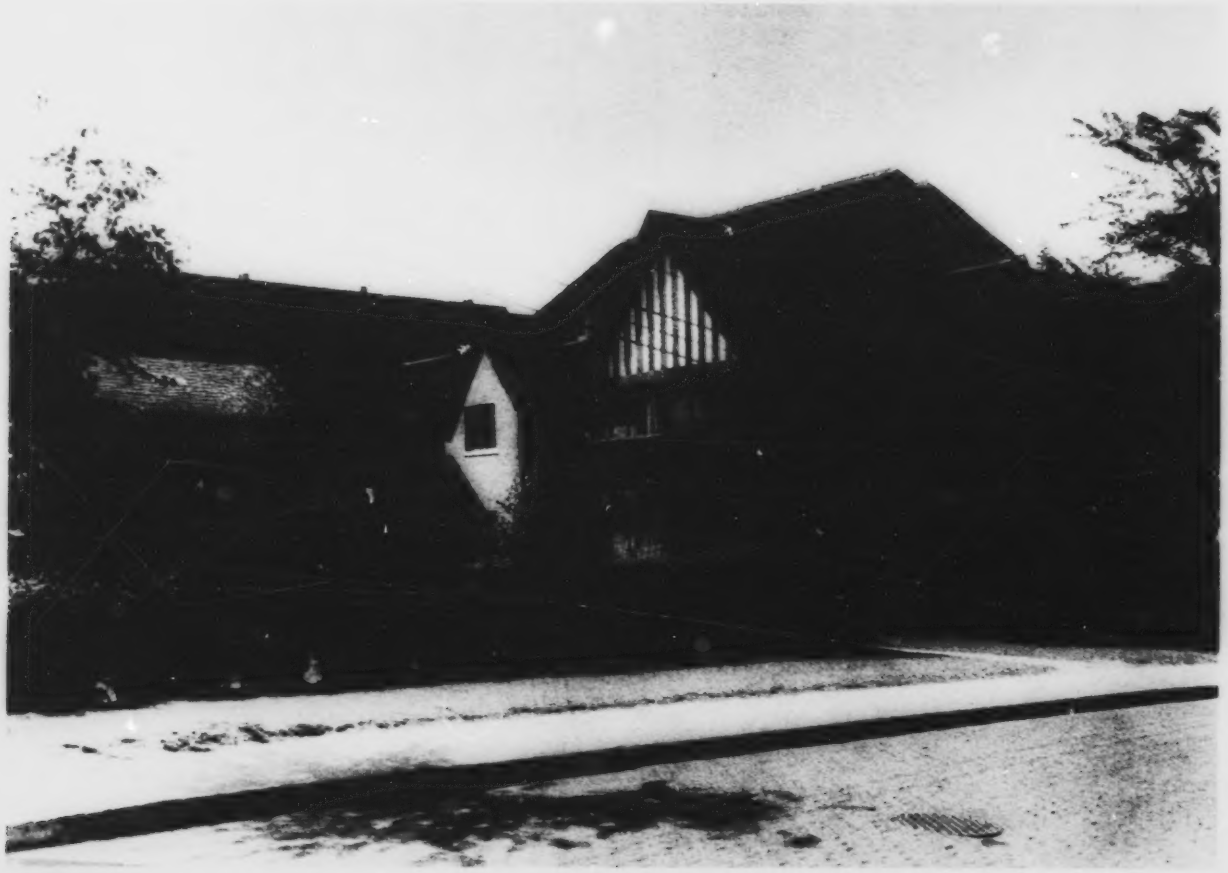


Illustration I.13
Riverdale Court, on Bain Ave., was Toronto's first social housing project.

they also saw themselves as objects for contemplative viewing at ground level. Thus the characteristic forms of the typical skyscrapers of the 1960s and 1970s involved deep setbacks and large open plazas, in which the pure towers stood free of urban encumbrance, right down to the ground. For the first time in history of the Toronto core, the roles of street space, street wall and party-wall began to decline in relevance, replaced by an amorphous form of corporate open space extending throughout the city centre.

The spatial impact of these developments was altered again in Toronto's next large real estate development boom. As land prices rose in the 1980s, it became feasible to develop lots considered to be uneconomical sites in the 1960s and 1970s. As a result, a sharp spatial definition is once again beginning to be evident in Toronto's core, with defined street space, continuous street walls, and consciously created project spaces (illustration I.10).

At the same time that it introduced the generic concept of the tower in the plaza, the Toronto Dominion Centre also launched another highly influential idea. In his desire to conceptualize a contemplative plaza, upon which to dispose his object towers and pavilions, the architect persuaded his clients to develop the retail component of their development as a series of shops one level below grade, served by a network of underground walkways. Later, developers of adjoining parcels of land saw fit not only to emulate this model of retail development, but to connect the new underground walkways to those already existing, passing beneath city streets if necessary. The phenomenon spread rapidly. Its result, almost 30 years later, is a network of some six kilometres of underground pedestrian routes stretched through much of the downtown core, linking dozens of blocks to each other as well as to the City's subway (illustration I.11).

the waterfront

Modifications to the shoreline of Lake Ontario were an ongoing part of urban evolution in Toronto from a very early date (illustration I.12). The original shoreline of the inner harbour was located just below Front Street. Most of its changes were generated by successive expansions of the rail corridor, its increasing needs for extra tracks, storage and sorting space pushing the system of shipping piers and warehouses at the water's edge further south. By 1914, activity along the rail lines had created such congestion at rail/street intersections that some separation of grades

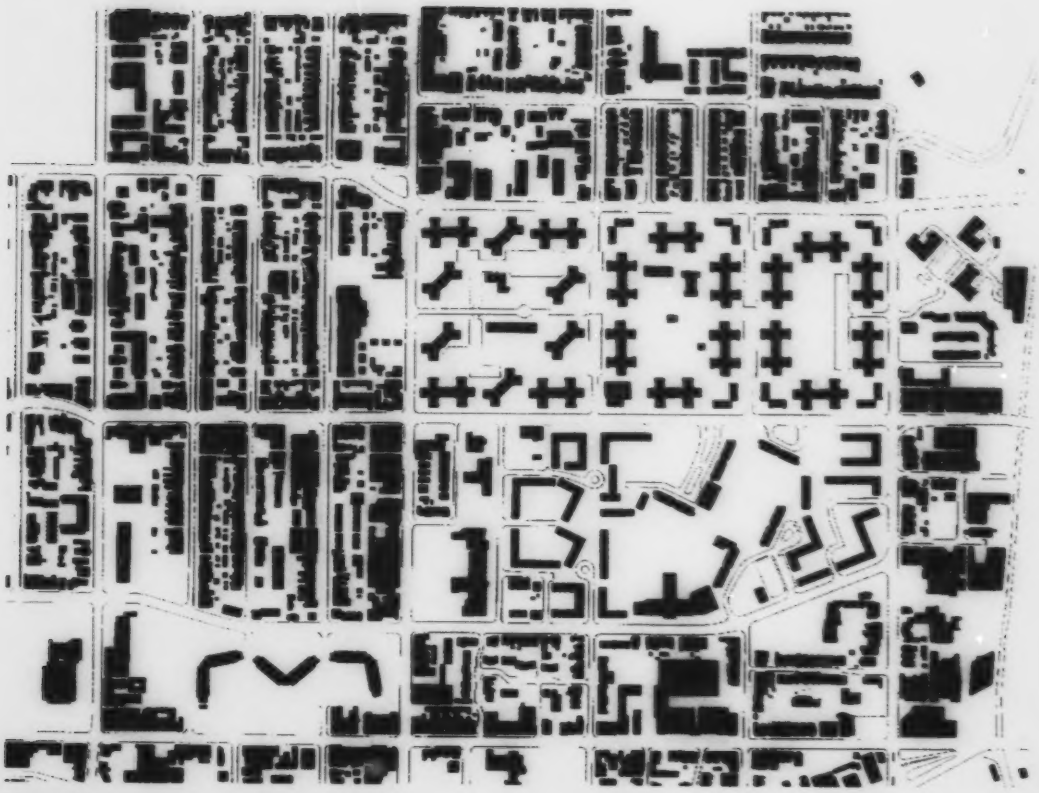


Illustration I.14

Several urban renewal projects were built in the midst of Victorian residential fabric between the 1930's and 1960's. The projects shown above include Moss Park, on the west, and Regents Park North and South, on the east.

between the two was required. As a result of pragmatic considerations, both the roads and the rail corridor were kept above the water table, the streets at grade and the rail lines on an elevated embankment. At the same time, it was resolved to develop, a new harbour headline, well beyond any of the obsolete piers still standing from the late 19th century. Thus the mid 1920s saw the beginning of the major landfill and bridge engineering work which led to the contemporary configuration of roads, railways and headline along Toronto's waterfront. With the completion of these works in the early 1930s and the industrial occupation of the newly created sites (a process only concluded in the 1950s), Toronto's downtown was well and truly disconnected from the waterfront, a process conclusively sealed with the 1954 completion of a waterfront expressway.

Only twenty years later the City's economic complexion had changed sufficiently to call the use of the waterfront as industrial land and transportation corridor into question. Older industry was leaving the central area of the City, including the waterfront, for the city outskirts and the economic viability of a large rail staging area in the city core was increasingly doubtful. At the same time, residents were becoming increasingly interested in recreational use of the waterfront. In the late 1960s, attempts were made to attract non-industrial uses to the waterfront. From the 1970s on, the inner harbour was actively redeveloped as a public precinct and residential area, a process which continues today.

residential areas, neighbourhoods and social housing initiatives

Public interest in providing what we now know as social housing has existed in Toronto from the early 20th century onwards. Tracking the physical form of successive generations of social housing projects provides a telling depiction of changing values, priorities and urban design aspirations between 1900 and the present.

Undoubtedly, one of the most successful efforts of this kind was the first — a 1913 initiative by the Toronto Housing Committee to build 260 units of housing on the site of a former landfill dump in east Toronto (illustration I.13). Eden Smith, a talented Toronto architect who worked in the tradition of the English Arts and Crafts Movement, was responsible for the design of a group of dwellings on Bain Avenue. The project

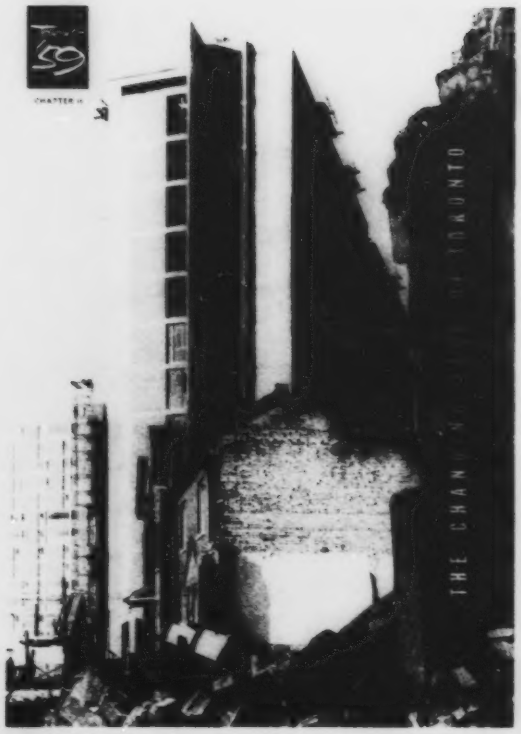


Illustration I.15
Brave new worlds - Regent Park South rises from the ruins of the Victorian neighbourhood it was to replace.

Illustration I.16
Alexander Park replicated the scale of the traditional Toronto residential fabric but internalized the project's public spaces as local pedestrian spines.

departed somewhat from the norms of Toronto residential fabric in that the units were grouped around shared courts open to the street, so that few had direct street addresses. (In this regard, the Bain Avenue housing is highly reminiscent of conditions on Toronto Island, where a standard city sidewalk provides address for "cottages" on both sides of the "street"). So successful have Smith's buildings been that they, like the private homes he designed for the Toronto well-to-do, have remained desirable right up to the present day.

When the City next entered the public housing field in the 1930s, thinking on the subject had been strongly influenced by the garden city ideas of the Regional Planning Association of America, as well as by notions of urban renewal — the removal of existing slum neighbourhoods and their replacement with complete new communities. Although Regent Park North, built in the 1940s, was similar in scale to its surroundings, it set the tone for subsequent development by abandoning both the existing street layout and relationship of houses to streets. In their place it adopted the ideas of shared open space and self- contained community within a superblock. In subsequent projects in the 1960s, the architectural and urban vocabulary of public housing moved further and further away from the form of the typical Toronto neighbourhood towards increasingly abstract and isolated enclaves. Later projects in Regent Park South and Moss Park set high- rise towers, skewed against the grid, in parks without internal streets or street links to the surrounding neighbourhoods (illustration I.14). The mood of the period is captured in a photograph of the construction of one of the later projects of this period (illustration I.15). It shows a gleaming tower rising from the ruins of a demolished slum.

By the early 1970s, the social premises which lay behind the design of these projects had themselves come into question. Even the idea of slum clearance was beginning to sustain severe social and architectural criticism. The next major social housing project in Toronto, Alexandra Park, can be seen as a design response to the substantial shifts of public and professional opinion about social housing and urban form. It retained some of the buildings on site, retreated to a lower building scale (com-

Illustration I. 17

St. Lawrence neighbourhood is Toronto's latest large scale housing development. Unlike the earlier projects it has been constructed incrementally, by several owners and builders, over a 15 year period. It returns to a traditional street and block pattern but with a larger scale of residential development than is common elsewhere in the City.

posed of townhouses rather than apartment buildings), and consciously sought to integrate the buildings and spaces at its periphery. It also alluded to the urban order of the street in a series of internal movement spines, shifting and returning at 60 degree angles in a conscious effort to create a picturesque effect. Like the older projects, however, the project internalized the major public places and restricted them to use as local pedestrian streets (illustration I.16).

Further social initiatives along these lines were eventually stopped, not least by the existing residents of the next neighbourhoods slated for demolition in the ongoing programs of slum clearance and urban renewal. The project which was the eventual result of all this rethinking, the St. Lawrence Neighbourhood, did not occupy the site of an existing residential neighbourhood, but was built on derelict industrial land instead. Unlike its recent predecessors, it did not seek to isolate itself from its surroundings. Existing streets on site were preserved, further extensions of existing, adjacent streets were created, and a mixed pattern of medium and low-rise housing forms was developed, which sought to emulate many of the characteristics of the Toronto vernacular, albeit at a higher density. Although it is too early to truly assess St. Lawrence, the relative success of its approach is suggested by the fact that it has essentially served as a model for later large- scale neighbourhood developments (illustration I.17).

Because of the questions about housing projects and the fear of massive urban renewal, little development has occurred in typical Toronto neighbourhoods in recent years. Under the pressure exerted by local residents and by city planners, developers of smaller- scale projects have begun to respond to concerns regarding the overall coherence of local neighbourhoods and the vitality of the sadly eroded systems of open space that the City once possessed. There is even talk of redesigning the site plans of the large high- rise redevelopment projects of the late 1960s and early 1970s, to ameliorate their urban discontinuity.

Toronto Islands 1982 - Marilyn Van Sonsbeek

NATURAL STRUCTURE
TOPOGRAPHY

Illustration 1.1a
Set on a relatively flat site, Toronto's most prominent natural features are the lake and inner harbour on which the town was built.

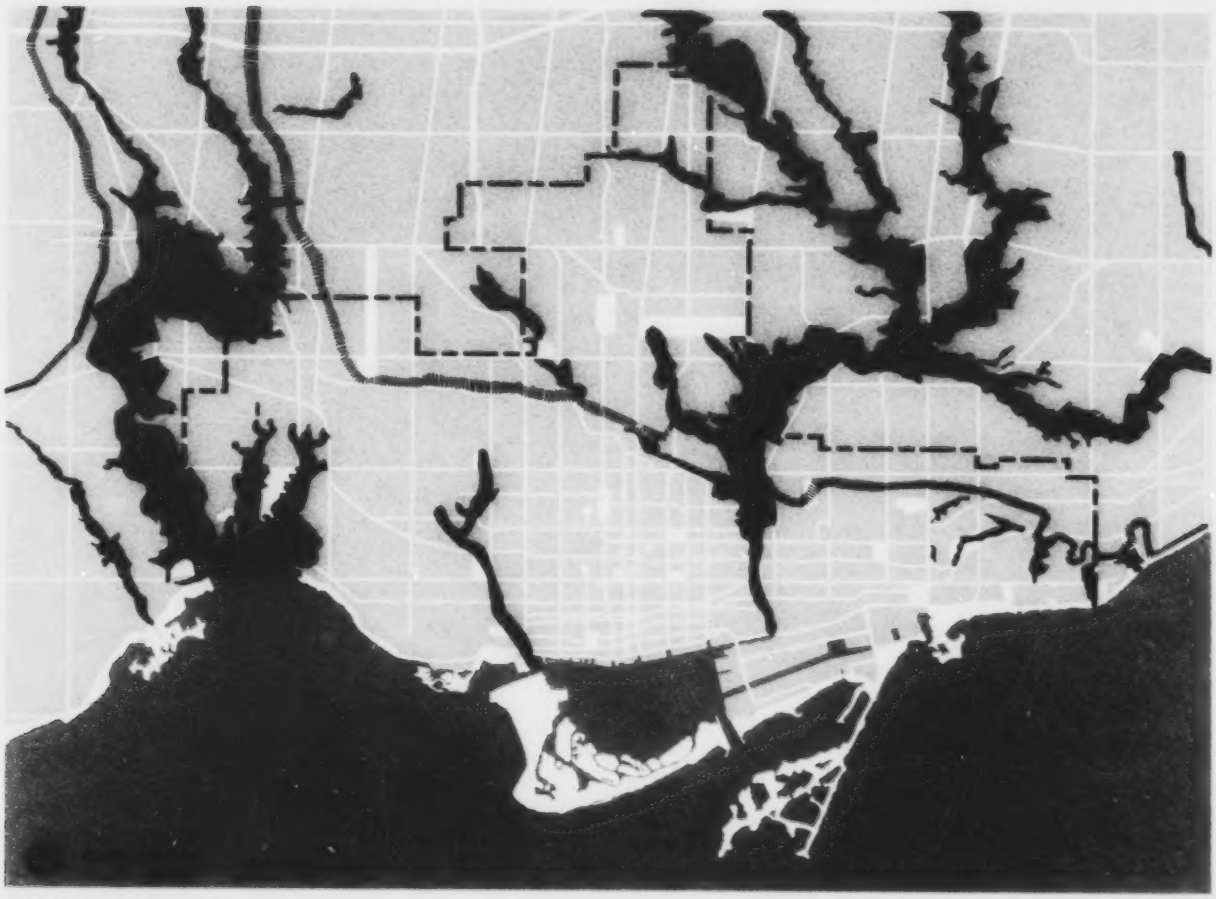
topography

Toronto is built on the north shore of a natural harbour. The City is largely centred on a plateau which rises slightly from the lake shore to a shallow escarpment — the shore of the ancient Lake Iroquois. One arm of the City extends above the escarpment, directly north of the inner harbour. The rest of the City spreads east and west from the centre, along the waterfront (map 1.1).

The City's most prominent natural features, and those that figure most consistently in Toronto's public image, are Lake Ontario and the islands which enclose the harbour (illustration 1.1a) The ravines, by comparison, are hidden features, well known locally as the basis of the park system, but easy for the visitor to miss. Although they constitute deep breaks in an otherwise uneventful terrain, they pass below and behind the everyday flow of city life (illustration 1.1b). The Lake Iroquois shoreline, popularly referred to as the escarpment, was once an influential element of the topography, but its 25 - meter rise has been overshadowed by the City's rising building scale.

Illustration 1.1b
Below St. Clair Avenue. Although they are prominent on city maps, Toronto's ravines sit below the City and are hidden to those unfamiliar with their location.

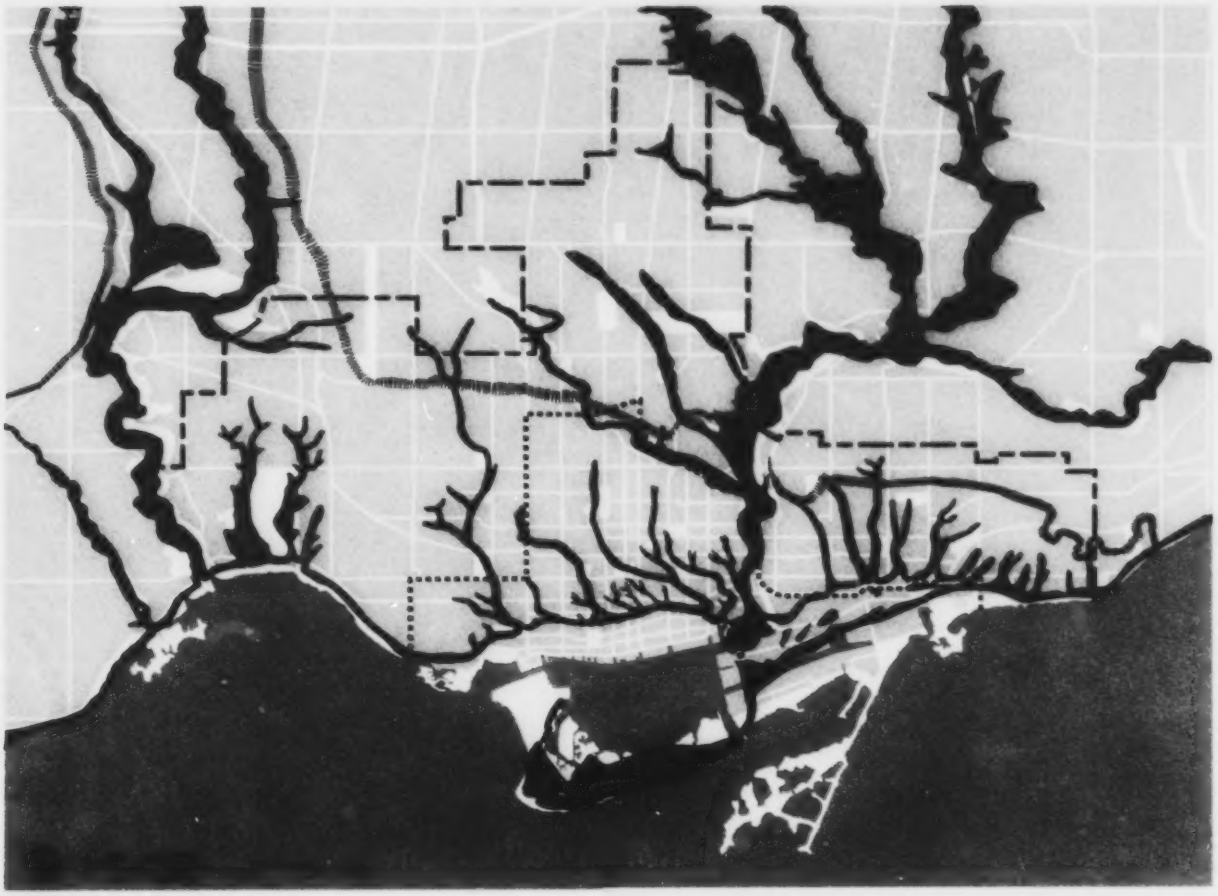
While these features remain important to Toronto's structure they are not unchanged. The shoreline has been substantially altered since the town's foundation through a series of land fill operations (illustrations 1.12), and the site's finer landscape texture has been smoothed away, most of the minor features filled, levelled, or drained.



map 1.1 *contemporary topography*

Escarpment - Lake Iroquois Shoreline

Ravines and Major Topographic Depressions



map 1.2 *original topography*

Escarpment - Lake Iroquois Shoreline

Shoreline and Ravines circa 1790

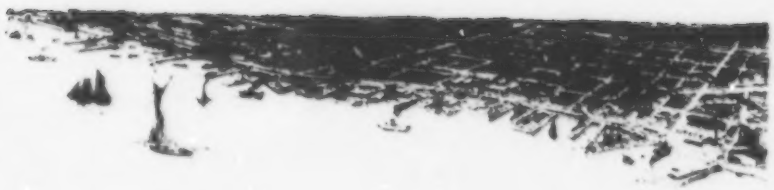
Boundary of Central Area Planning district

Illustration 1.2

This Public Works map of 1889 shows a great deal of topographic information, indicating the prominence that natural features had in 19th century Toronto's image of itself. Contemporary maps rarely include topographic information.

In the 19th century (map 1.2), the site's topography being more pronounced and the scale of development smaller, topography figured more prominently in the town's view of itself (illustration 1.2). It was correspondingly influential in Toronto's early development, circumscribing and channelling growth. In the west, development initially stopped at the edge of the harbour at Garrison Creek. This obstacle was easily overcome, but, during the 19th century, northern and eastern expansion was checked by the escarpment and the Don River respectively. And, until Ashbridges Marsh, at the mouth of the Don River, was drained to become an industrial port, the nearby areas were avoided. The pattern of development is slightly different in the newer areas as a result. Where topography did not impede development it shaped it. The tiny creeks that fluted the escarpment, for example, are still evident in diverted streets, or the siting of park and institutional grounds.

The City's planning and municipal boundaries still reflect the site's original profile. The Central Area Planning District, the most densely built part of the City, generally conforms to the location of the early city, an area defined by the waterfront (now Front Street), the escarpment, Garrison Creek and the Don River. The boundaries of the contemporary city are also formed by natural elements: the lake to the south, the Humber River on the west, the escarpment's juncture with the lake on the east, and the West Don River Valley on the north.



Toronto in 1877

THE STRUCTURE OF PUBLIC OPEN SPACE

STREET PATTERN

Illustration 2.1
York Township in the late 19th century. Toronto had not yet grown much beyond the area which is now the city centre, but the structuring influence that the concession grid would have on later development is evident.

Toronto's street layout can be characterized as an irregular grid (map 2.1). It is basically rectilinear, but its larger order is not clearly apparent. The fundamental street pattern was established by the square surveying grid, the concession grid, laid over southern Ontario in the late 18th century (map 2.2). This mile and a quarter square grid became the basis for local concession roads and, subsequently, for the subdivision of land into simple rectangular parcels (illustration 2.1). The subsequent planning of Toronto streets was largely the work of individual landowners. Most of Toronto's streets were laid out within these parcels by private builders and planned in the most direct and utilitarian manner. Streets were inevitably limited to the minimum required right-of-way, conformed to the rectilinear order of the property and connected directly to the nearest concession road. This type of development tied the street structure firmly to the concession grid,but the street pattern was otherwise discontinuous as most developers were indifferent to, or uncertain of, the street layout on adjoining properties. This ensured that the concession grid would remain a primary element in the City's structure.

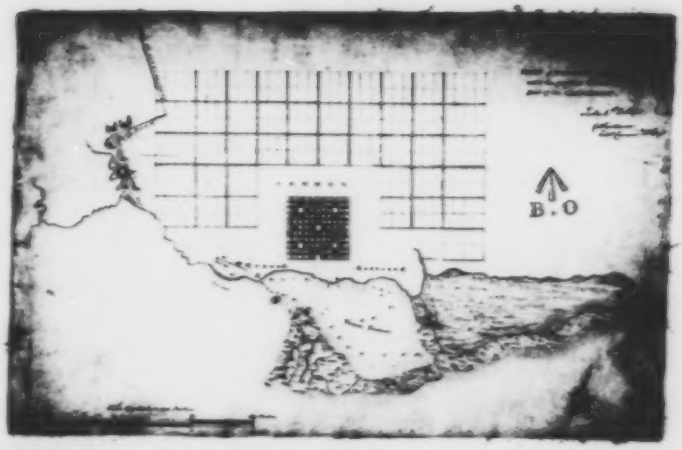
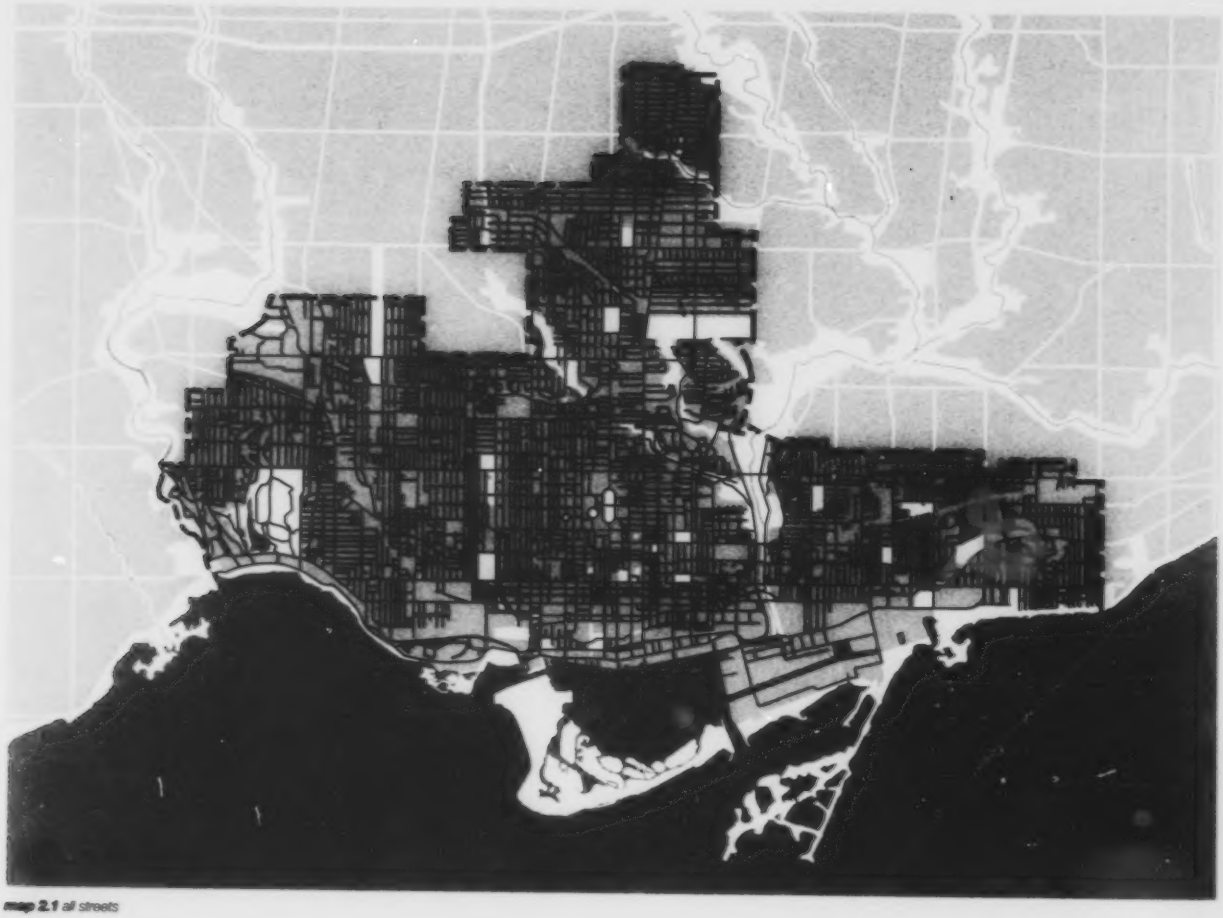


Illustration 2.2
An "ideal" plan for Toronto created in 1789 for Lord Dorchester, the Governor General residing in Quebec City. Although the author of the plan depicted the harbour accurately, the town plan itself suggests only a cursory knowledge of the site.



map 2.1 *all streets*

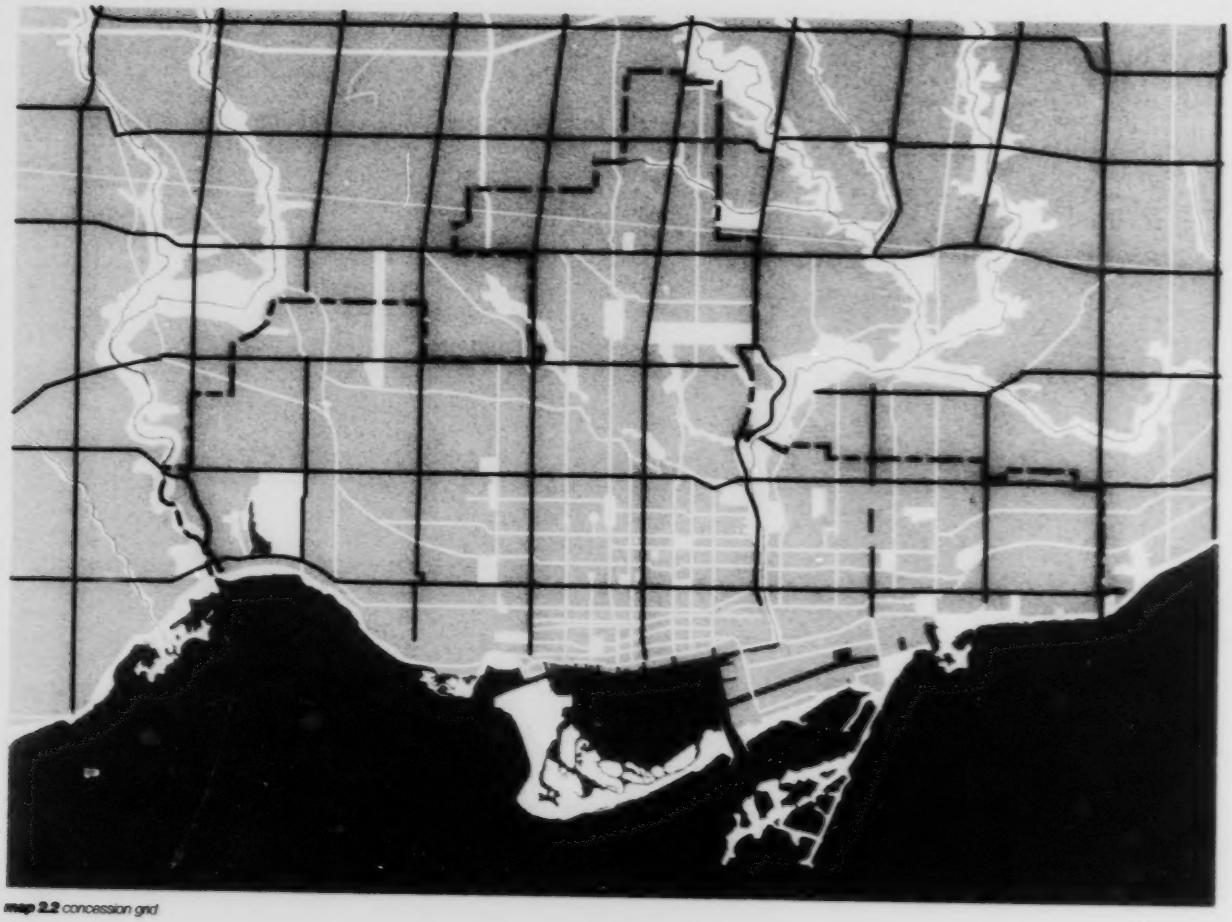
Illustration 2.3
The typical juncture of an east-west commercial street with a north-south residential street

Although public physical planning was limited in Toronto, it was not without influence. The earliest plan for the town (illustration 2.2), conceived in 1788 for the Governor General, but never built, clearly indicated an intention to structure Toronto as an ideal grid in the tradition established in such North American cities as Savannah and Philadelphia. The plan was based on a square of equal - sided blocks, 11 in each direction, leavened by six public open spaces, one in the centre of the town, one in each quadrant, and one facing the water. (This last was the plan's only gesture to the particular nature of the site). The town was to be surrounded by a greensward and a band of larger agricultural lots, also square.
The actual plan for Toronto was much more modest (illustration 1.1), but it retained vestiges of the first ideal concept in its Ten Square Blocks and its surrounding band of larger lots — the Park Lots sliced from the square blocks of the concession grid.

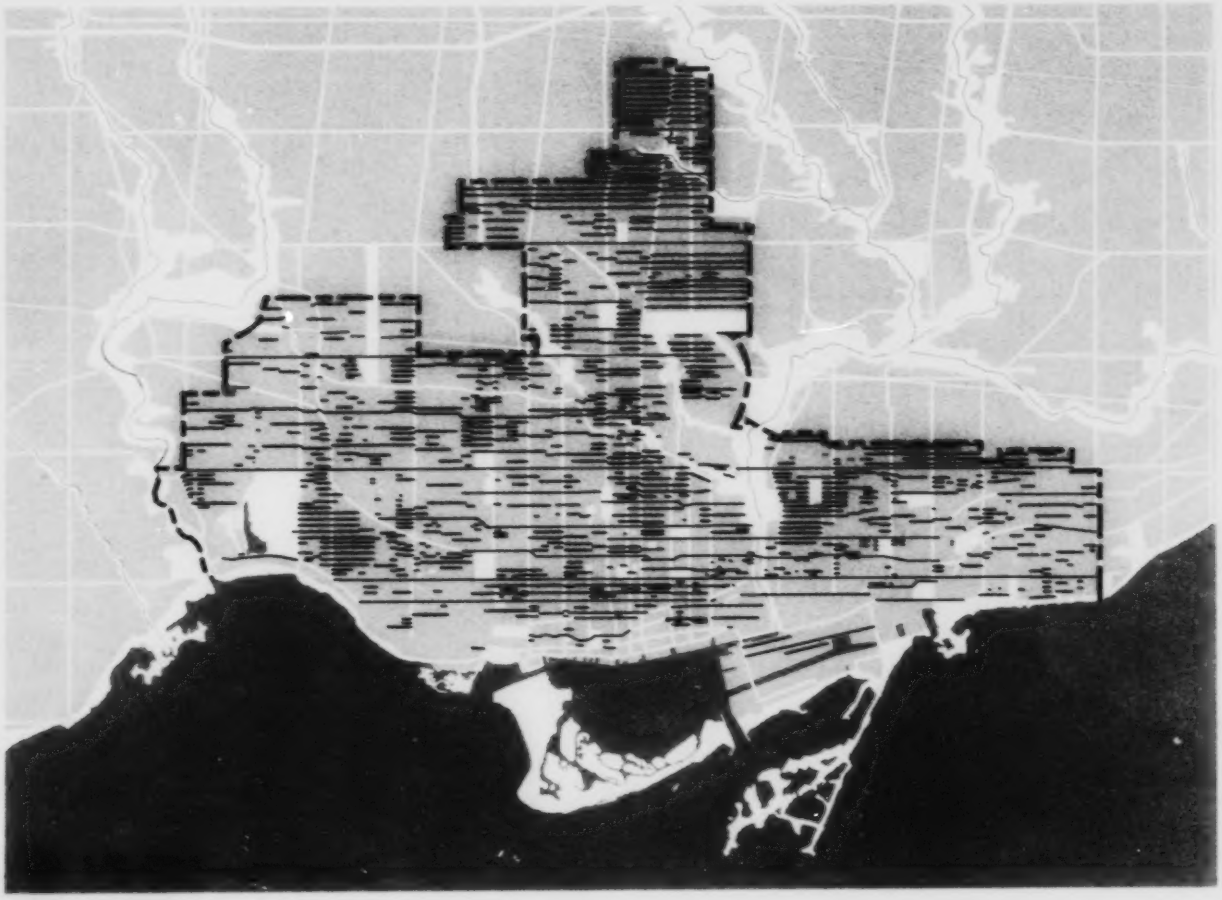
In Toronto's early years,development was concentrated around the original ten blocks and stayed below the southernmost concession line, the street now known as Queen Street. Although the geometric perfection of the square was soon abandoned as a planning model, the street layout of the oldest part of the City is distinguished by small blocks with both a fine grain of north-south connections to the waterfront and a tight spacing of east-west streets. This structure both continued the scale and grain of the first plan and kept the town close to the water's edge.

As the lots outside of the old town were developed, a less compact street pattern evolved in new neighbourhoods. It was typified by a loose weave of frequently discontinuous east-west streets (map 2.3) crossed by a finer grain of north-south streets (map 2.4). As described above, landowners generally subdivided their land in the most straightforward manner possible, with a view to maximizing frontage onto the local concession street. Generally, the north-south streets were developed as residential streets following the orientation of the land parcels closest to the town. The east-west streets developed as commercial thoroughfares (illustration 2.3).

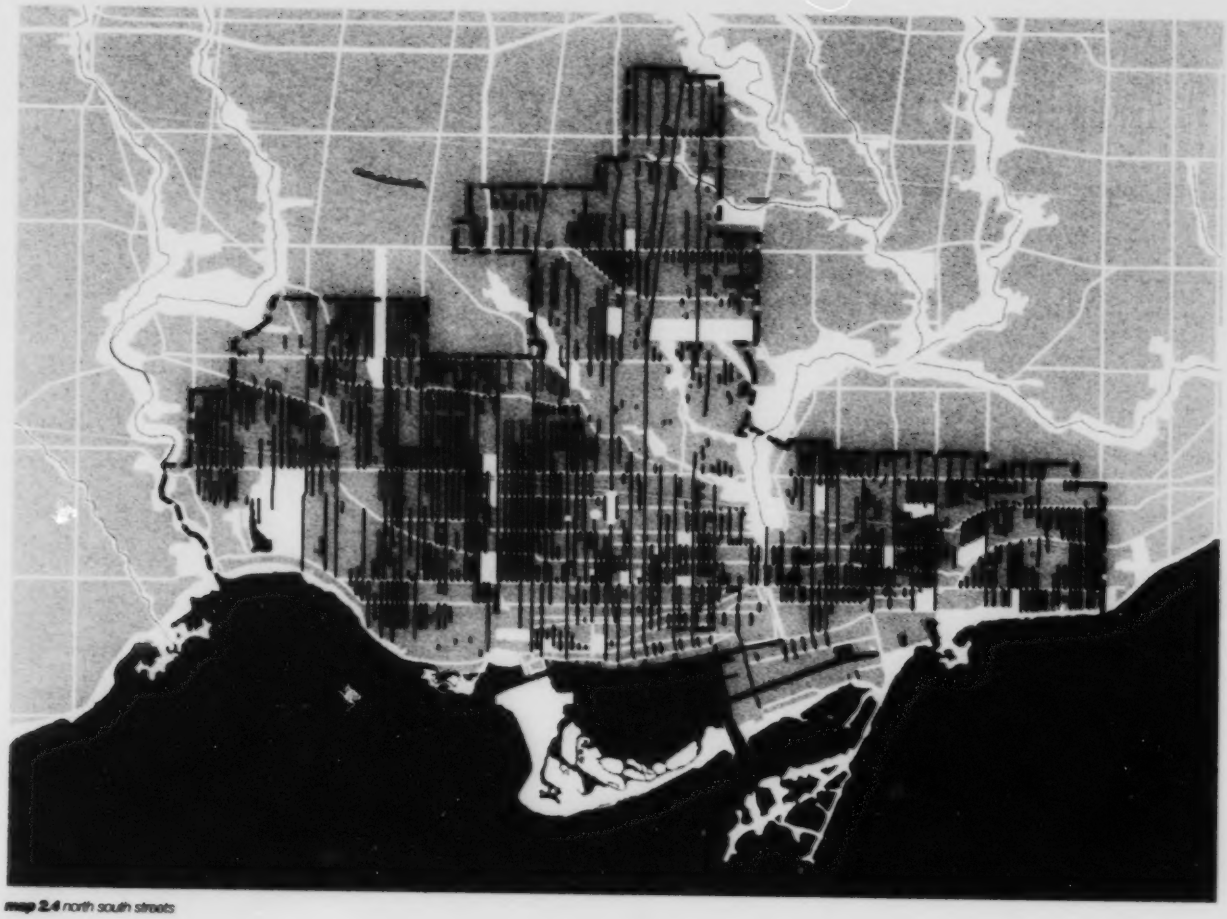
A pattern of north-south residential streets and east-west commercial streets is still typical in Toronto. The pattern is reversed, however, in the vicinity of features more important than the local main street. Around Yonge Street, High Park and the Don Valley a fine grain of east-west



map 2.2 *concession grid*



map 2.3 *east west streets*



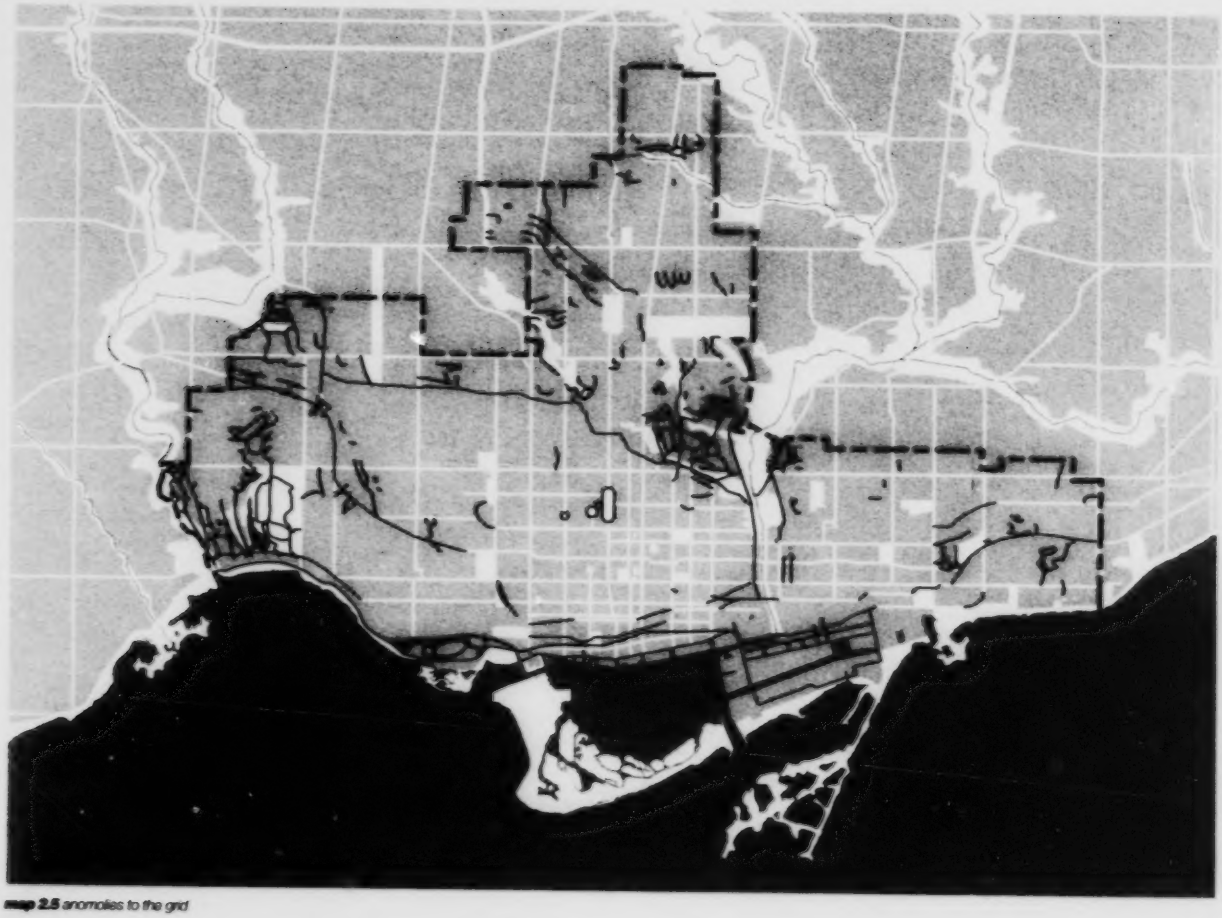
map 2.4 *north south streets*

Illustration 2.4
Lakeshore Boulevard, shown in 1953 before the construction of the Lakeshore Gardiner Expressway, closely followed the curve of the shoreline.

streets is evidence of an attempt to maximize the extent to which lots, then local streets, fronted onto the element of interest. In areas where the finer grain of residential streets is east-west, the local commercial strip is common[1] located on an intersecting north-south street (Roncesvalles, Church, Parliament, Bayview and Mt. Pleasant).

Irregular streets are generally found in the vicinity of significant topographic features, where the grid was abandoned in favour of street layouts conforming to the landscape (illustration 2.4). This group of streets includes those built over native trails. A map showing only non-grid streets (map 2.5) virtually traces out the main topographic features of the City.

Deliberate departures from the grid for urban design reasons are rare in Toronto, limited to a handful of ambitious residential subdivisions (the Wellington Street / Clarence Square / Victoria Square ensemble, Spadina Circle and Lawrence Park) and civic or institutional projects such as Queen's Park, University Avenue and King's College Circle.



map 2.5 *anomalies to the grid*

Bloor Street Bridge 1953 - Florence G. Vale

PUBLIC OPEN SPACE STRUCTURE

THE OPEN SPACE PATTERN

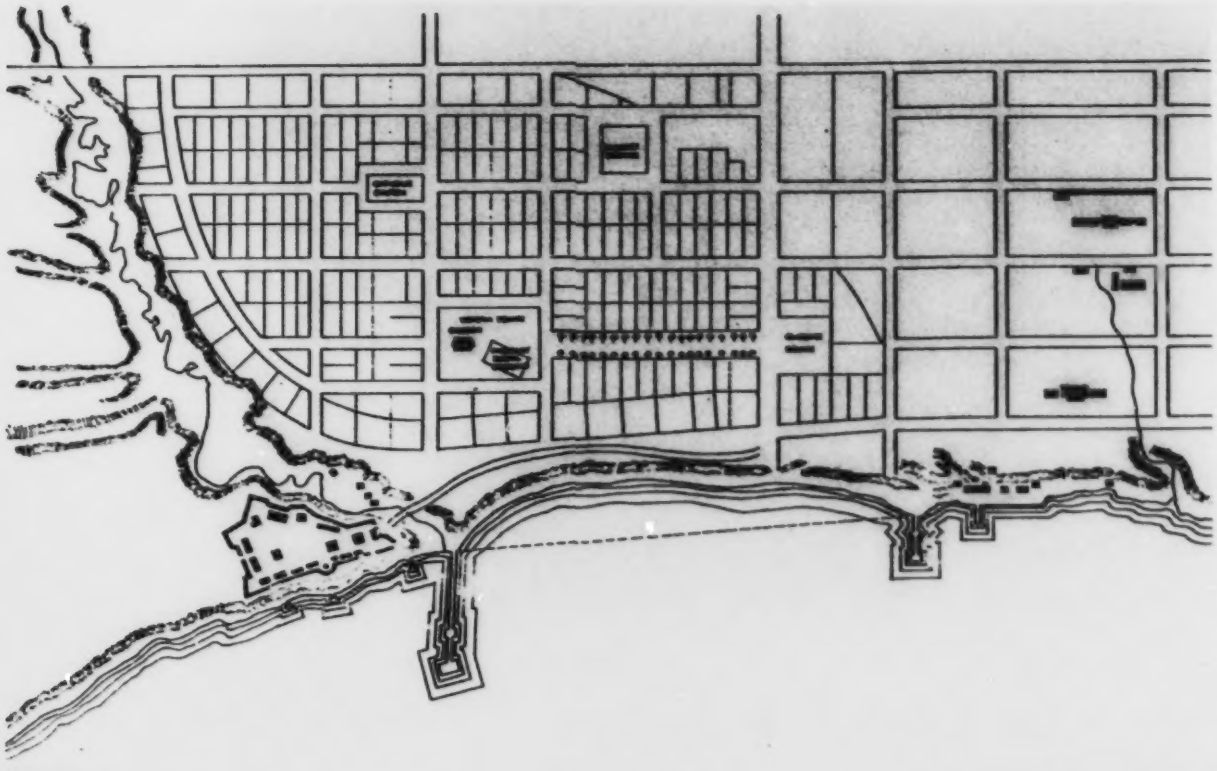


Illustration 3.2a
The 1836 plan for Toronto's west end included four public squares.

The map of Toronto's parks indicates a pattern of large, public open spaces sited on, or adjacent to, major natural features (map 3.1). Parks and cemeteries line the waterfront and the valleys and tributaries of the largest local rivers. An overlay of the City's parks and cemeteries onto a map of Toronto's original topography reveals that the relationship between open space and topography is closer still (map 3.2). There are very few large parks in Toronto that are not related to an existing or original natural feature (illustration 3.1). City parks trace many of the small rivers now lost to landfill, such as Garrison Creek, at the western edge of the harbour and Taddle Creek, which once ran through the central city. High Park, the large park in Toronto's west end, was once the site of three small streams. The escarpment remains the one major natural feature which has not been consistently exploited for park sites. Most of the escarpment edge is in private hands. And while several parks on its edge offer fine views over the City, there is no linear open space or public route along the top of the ridge linking the existing parks.

Illustration 3.1
Vale of Avoca, near St. Clair Avenue - one of Toronto's many ravine parks.

Like the road system, open space planning was often a private decision in Toronto and the parks originally lacked any larger city-wide order. The town's early open spaces were frequently squares, related to the street grid in a manner consistent with, if more haphazard than, the first "ideal"

Illustration 3.2b
A contemporary plan of the west end of the City centre. Only one of the area's original four squares exists in its intended form. The others have been built over entirely or in part.

plan for Toronto. That 1788 plan (illustration 2.2) included five formal open spaces, all squares positioned in relation to the grid. Parks were created as amenities for new developments. A concurrent tradition of handing squares into the care of public institutions, such as schools and churches, for philanthropic reasons, ultimately led to their demise. Viewed as building grounds, rather than urban spaces, many were gradually buried under extensions of the host institution (illustration 3.2). Several others never actually became parks, but were subdivided for further house lots somewhere between the planning and building of the new neighbourhood.

Even at this time, however, Toronto's now characteristic relationship between open space and topographic features was evolving. As the first public squares were absorbed into the city fabric, Toronto increased its use of natural features as public parks. The waterfront and the islands were recreational sites from the town's establishment. Sites on the creek beds were taken up by schools and cemeteries in need of large parcels of land. The ravines and river beds were originally used as sewers, garbage pits and industrial sites, but their possible use as a public amenity was recognized early on. Most were eventually reclaimed as open space and now form the basis of Toronto's park system. This has influenced the

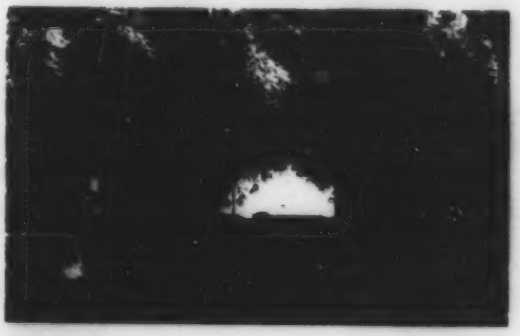
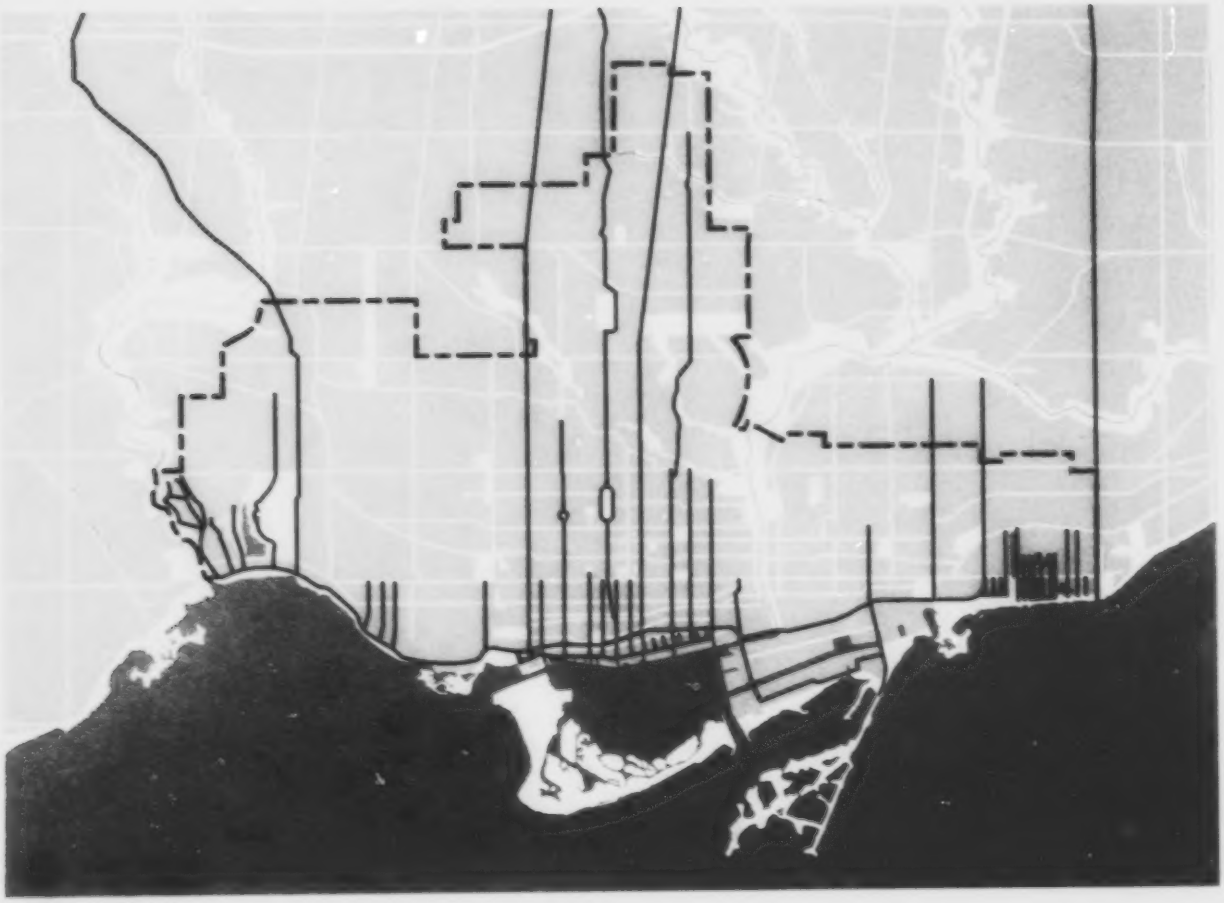


Illustration 3.3
The Beach, in the east end of Toronto, is still strongly linked to the waterfront by a fine grain of streets running south to the shore. Such a relationship to the water was once common across the southern part of the City but was eroded by rail corridors and expressways.

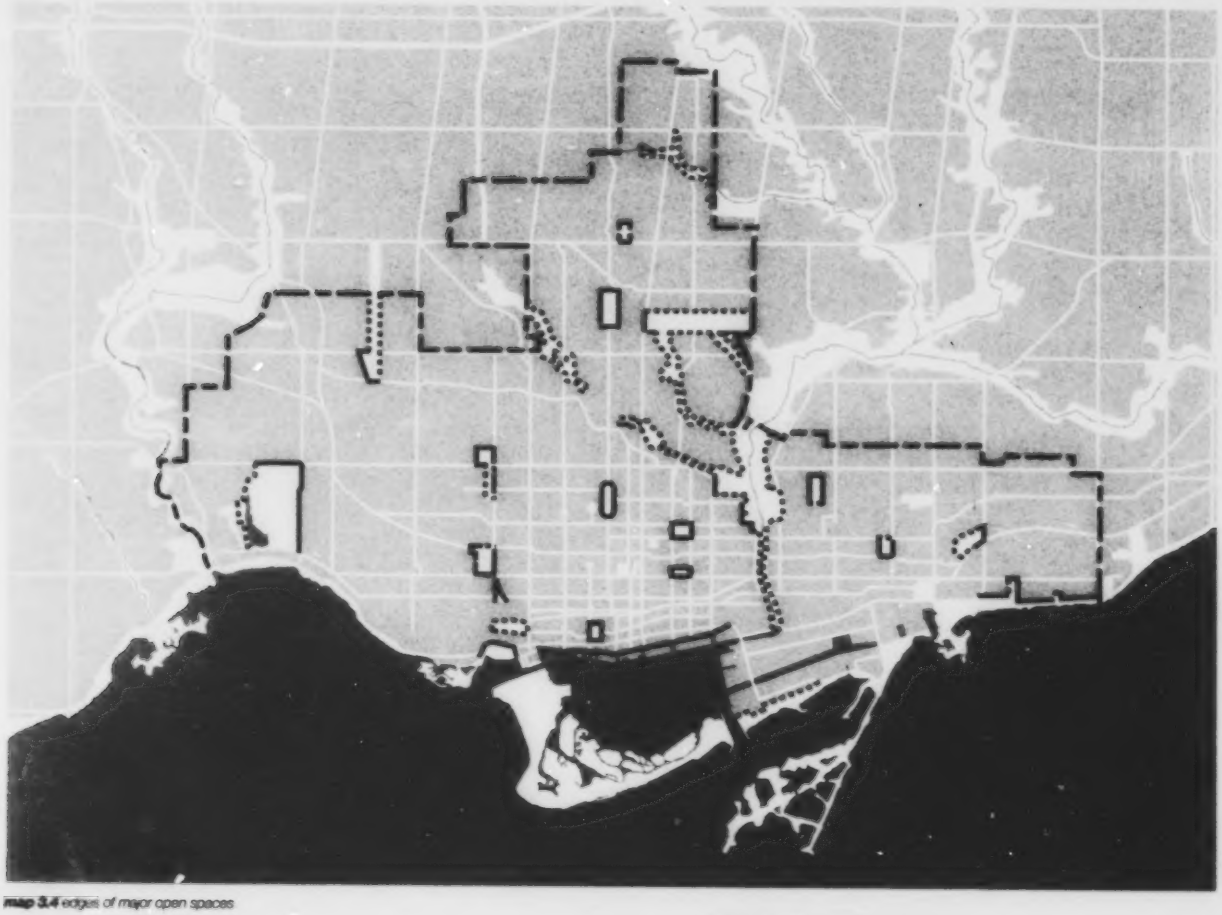
map 3.1 *parks on contemporary topography*

map 2.2 *parks on original topography*

Parks and Cemeteries
Escarpment - Lake Iroquois Shoreline
Shoreline and Ravines circa 1790



map 2.3 *streets to water*



map 3.4 *edges of major open spaces*

Buildings face open space
Buildings back onto open space

Illustration 3.4a
Parks as the City's back yard. Houses generally back onto the ravines in a fairly discrete manner.

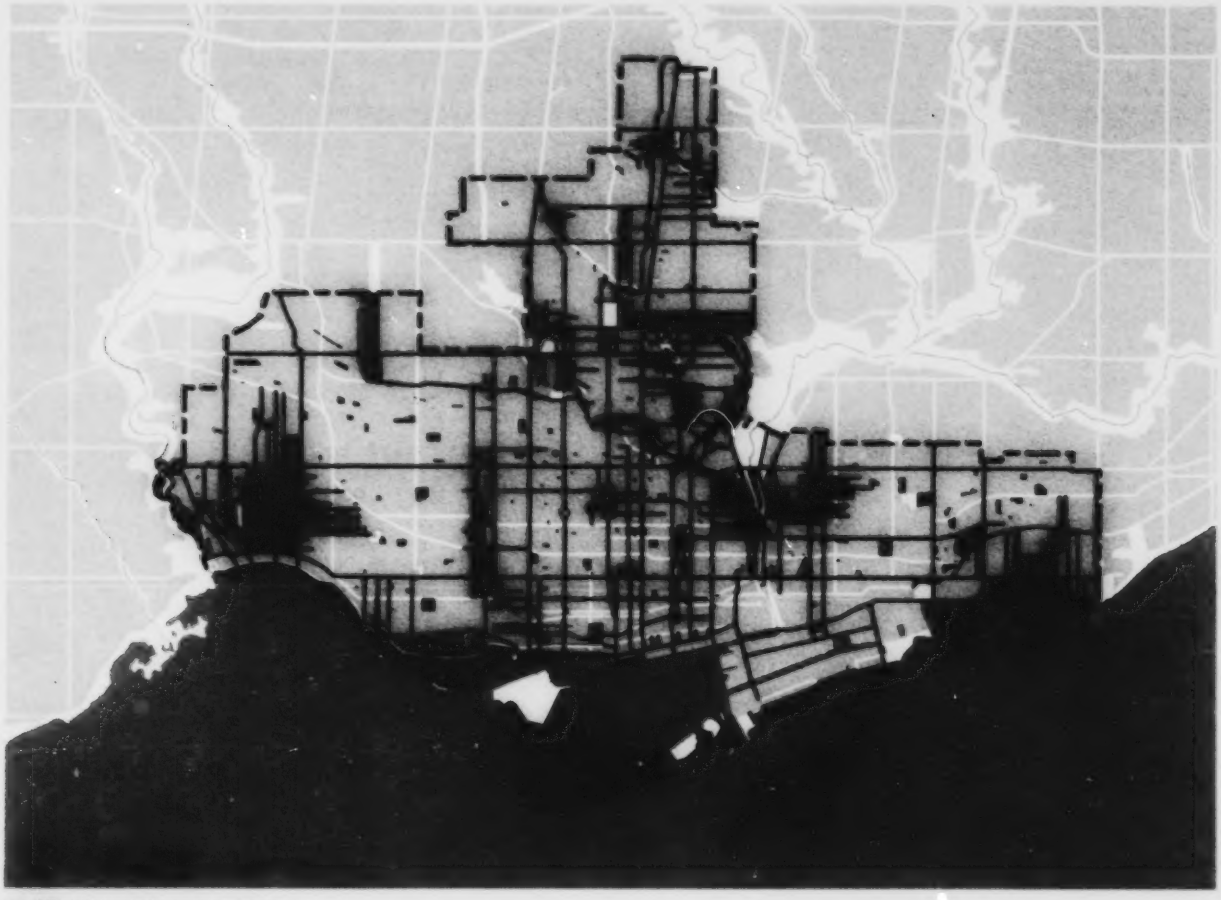
typology of Toronto's open spaces. Irregularly shaped parks, landscaped in a naturalistic way, are the Toronto norm. Urban squares are rare and, with the exception of Nathan Phillips Square, paved public plazas are almost nonexistent.

Despite the degree to which open space and topography are now linked, the City's connection with its major natural features is uneven. Although Toronto's water front has always been the City's perceptual face, ties between city and water do not clearly reflect this relationship (map 3.3). The street pattern of the young Toronto focused on the lake (illustration 3.3) and one still finds a finer grain of streets to the water south of Queen Street, the early town boundary. But with the arrival of the lake front railroad, in the 1850s, the waterfront changed character from promenade to industrial port and the City turned its back on the water. Toronto completed one of the greatest barriers between city and waterfront, a set of expressways including the elevated Gardiner Lakeshore Expressway, just as the City was about to rediscover the waterfront as a visual and recreational asset. Toronto has been reclaiming the waterfront as a public place, particularly through the redevelopment of the land of the inner harbour, but connections between city and shore are still irregular and often of poor quality.

The City's ambivalent attitude to natural features is even more pronounced as relates to parks and ravines. Toronto has an unusual tendency to treat these features as the City's back yard (map 3.4). Few large parks are entirely surrounded by streets or facing buildings. Several parks and cemeteries are entirely hidden behind private buildings, accessible only in a few places along their perimeter (illustration 3.4). This condition is explained, in part, by the insalubrious uses to which the ravines were originally put. Despite the paucity of visual and physical connections between city and park land, the extent of connection positively affects the character and costliness of the surrounding area (map 3.5). Those neighbourhoods which are strongly linked to a nearby topographic feature or park are among the City's most desirable and physically distinctive neighbourhoods (illustration 3.5).

Illustration 2.5
Cabbagetown's character is positively influenced by its visual and physical connections to the nearby Don River valley.

Illustration 2.6b
...but in many City parks the relationship between park and edge is uncomfortable. The edges of several parks are made by back fences and garages.



map 2.5 *streets connecting major open spaces*

Summertime Streetcar I 1975 - Gerald Zeldin

INFRASTRUCTURE
TRANSPORTATION

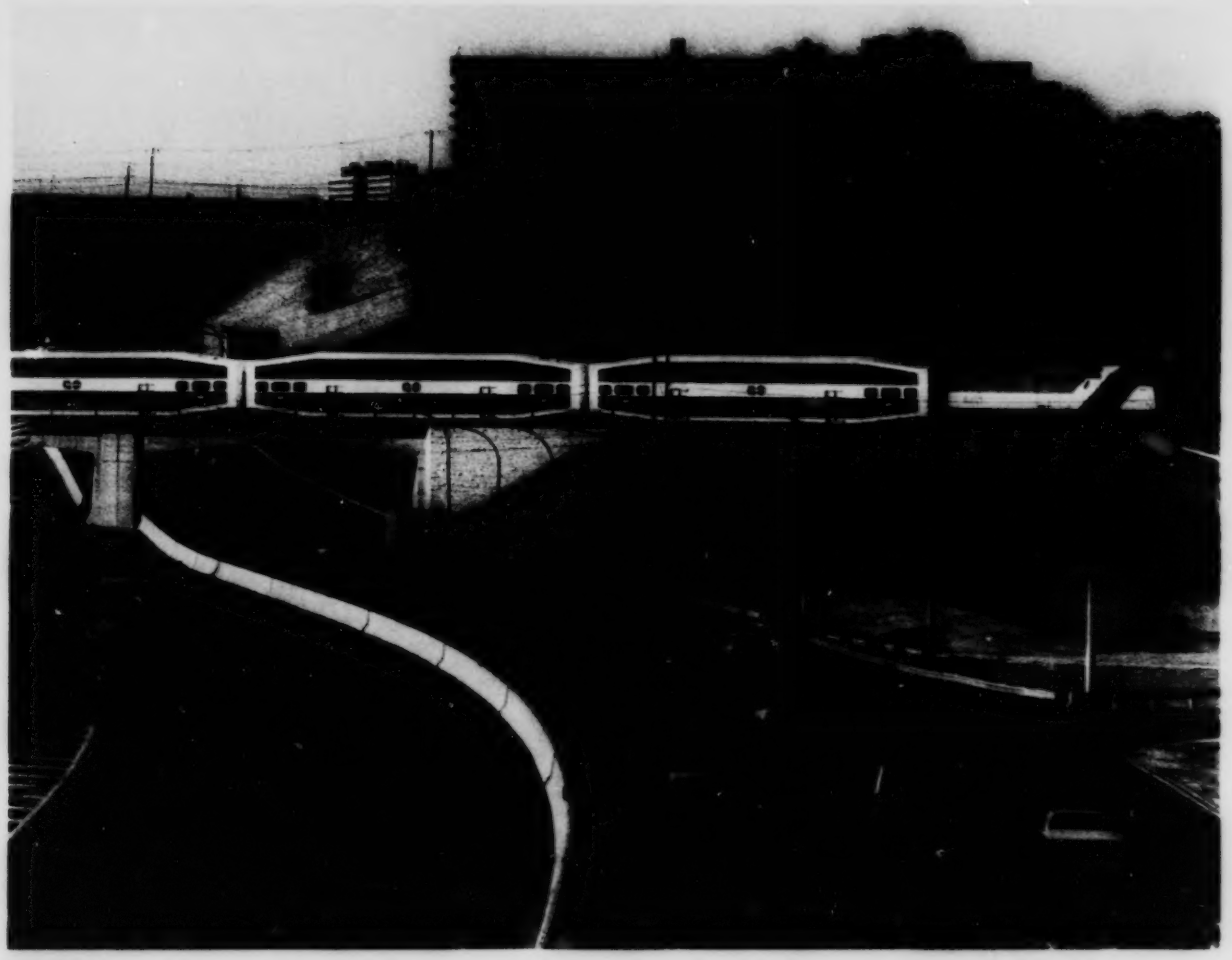


Illustration 4.1
The Don Valley, Toronto's largest ravine, is the site of a major expressway and rail corridor.

City infrastructure includes below-grade systems like sewers, above-ground transportation networks, the infrastructure of public buildings and institutions, and the invisible structuring patterns of lot subdivision, all of which can have significant effect on the physical form of the City. However, at this point, the analysis includes only the transportation infrastructure.

transportation

Toronto was shaped during the 19th and 20th century period of large engineering works, and its rail corridors, auto routes, subways and streetcars have had a decisive impact on city structure. The siting and influence of transportation infrastructure has depended on the transportation method involved. Major corridors have been sited in relation to natural features (map 4.1). The railroads came to Toronto when the City was only 60 years old and the lines were laid in an expedient fashion, through river valleys, at the base of the escarpment or along the water's edge. Auto routes and hydro corridors followed in the breach (illustration 4.1).

Where the transportation corridors correspond to natural features, their impact is to reinforce an existing break in the City's continuity. When they cut across through the city at grade, however, they are more disruptive to the fabric. Their divisive impact on the City is emphasized by the thick armature of industrial buildings which has grown up around the rail corridors and highways for easy access to deliveries (see illustrations 5.1a and 5.5a).

Above - grade transit infrastructure has had a profound, but less divisive, influence on the City's structure, since the streetcar routes were developed after, and in relation to, the street grid (map 4.2). The construction of the streetcar network impelled the City to create more east-west thoroughfares from the discontinuous street sections left by private development. This process is evident in the many jogs on streets like Dundas and College (illustration 4.2).

Although it did not affect the City's street pattern, the subway has perhaps had the most visible impact on Toronto. Looking at an aerial view of the City (See illustration 5.1b), one can trace the subway's route through the centre of the City by the scale of development that has sprung up in its wake. Outside the city core, the subway has had a similar, but lesser

map 4.1 *regional transportation infrastructure*

Illustration 4.3
The jogs in Dundas Street are a legacy of the expansion of the streetcar system, which prompted the creation of new cross-city streets through the connection of small, discontinuous east-west streets.

impact near the major subway stations, where clusters of tall structures stand in sharp contrast to their residential surroundings. Below ground there has been a related impact — around many of the subway stations on the north-south line, those in the core in particular, a network of underground corridors has spread out from the subway station.

map 4.2 local transportation infrastructure

Cat Houses, Borden Street 1988 - Peggie Coulter

BUILT FORM STRUCTURE

Illustration 5.1a
The figure ground map of Toronto. The general locations of the major built form types are evident here. Much of the City is covered by the small scale and fine grain of the residential fabric, sliced through by local retail streets. The large footprints of high rise commercial developments are clustered in the centre of the city while the irregular forms of industrial buildings are strung out along the rail corridors.

For the most part, Toronto is sharply divided into areas of distinct building type, types differentiated by scale, public/private realm relationships, and use. However, only a handful of building types account for most of the City's stock (illustration 5.1). The general locations of the major built form types are evident here. Much of the City is covered by the small scale and fine grain of the residential fabric, sliced through by local retail streets. The large footprints of high rise commercial developments are clustered in the centre of the city while the irregular forms of industrial buildings are strung out along the rail corridors.

Illustration 5.1b
The three dimensional character of the City's general order is visible from above.

residential fabric

Much of Toronto is covered by the City's typical residential fabric (illustration 5.2a) — narrow, vertical, two or three-storey brick semi-detached buildings, spaced tightly side by side, but separated from the street and rear neighbours by lawns (illustration 5.2b). Rear yards are generally quite deep and front setbacks are almost universally composed of lawns and porches. Spreading out from the central city over time, residential neighbourhoods show a greater frequency of single - family houses, and larger lots, but however modified, all maintain key characteristics of the

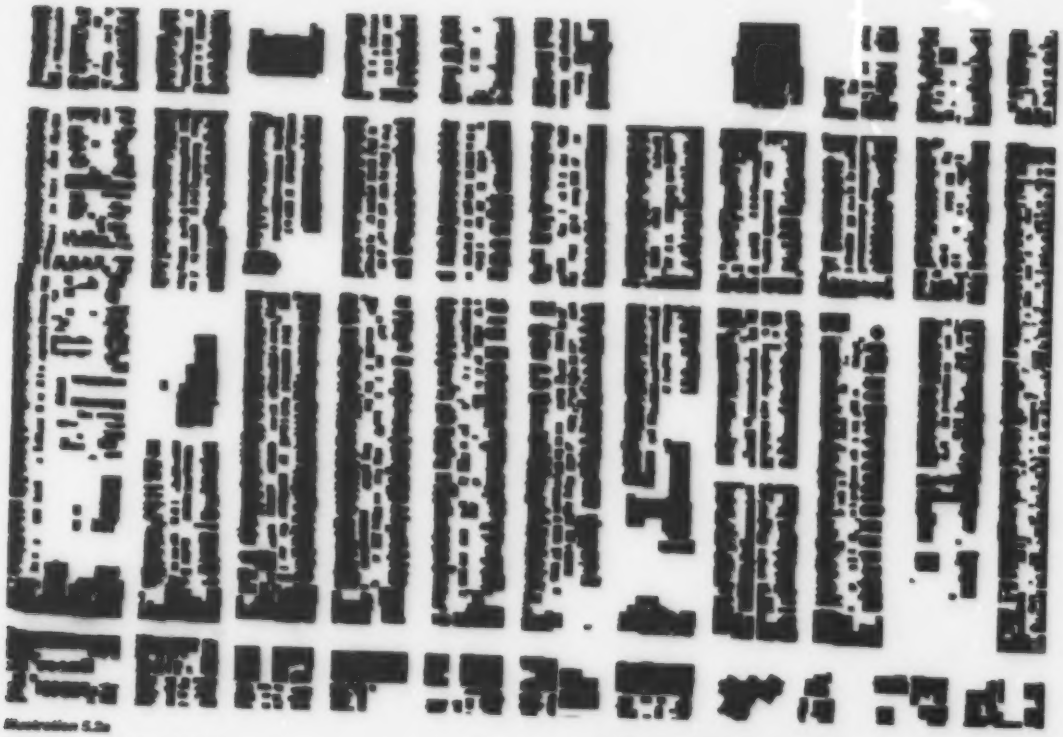


Illustration 5.2a
Figure ground of typical residential fabric

Victorian original: small scale (in part guaranteed by the scale of the lots), forms which capture light from the front and rear of the building rather than from the side (again a function of the narrow lot), front setbacks to ensure separation from the public street, and an enclosed piece of land, usually at the rear of the lot, for private use.

Regularly planted trees along residential streets, now fully mature and taller than the houses, give Toronto neighbourhoods a particularly verdant quality. From above, these areas of the City seem to be planted, rather than constructed of brick.

main streets

The residential fabric is sliced through by strips of commercial building (illustration 5.3a). Main streets are distinguished from their residential context not by scale or lot structure, but by building type. Commercial and residential streets are composed of similarly long, narrow lots and generally developed to the same three - storey height. But on main

Illustration 5.2b
Much of Toronto's area is covered by variations of this residential fabric - tall, narrow, semi-detached houses, separated from the street by a row of trees, green setbacks and porches.

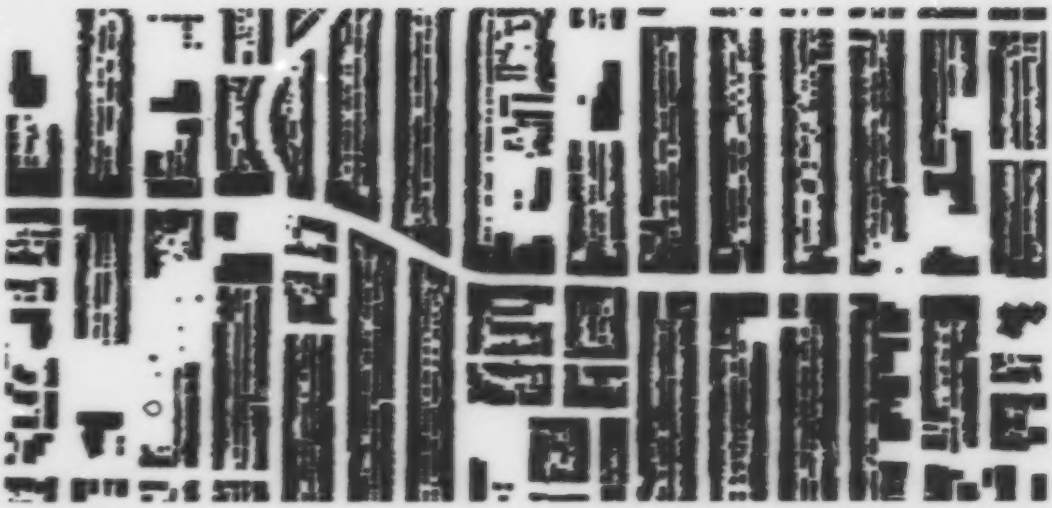


Illustration 5.3a
Figure ground of typical main street fabric

streets, the buildings typically span the width of the lot and are built right up to the front property lines, creating a continuous street wall with a direct or "storefront" relationship to the public sidewalk at grade (illustration 5.3b). Typically such buildings have units above which take light from the front and rear of the property.

the high-rise core

The downtown core is the most densely built up area of the City. Buildings in the core contrast with the neighbourhood periphery in all regards — scale, grain, building type, degree of homogeneity and, in some cases, relationship to the public realm (illustration 5.4a). While much of Toronto is only one generation of buildings old, parts of the city centre have been redeveloped several times. Rebuilding has occurred in a period of changing architectural norms, with great building variety the result (illustration 5.4b).

In terms of the building's relationship to the public realm, one can define three common building types: the traditional commercial building, the isolated tower and the hybrid. As described in the Urban History

Illustration 5.3b
The typical Toronto main street is composed of two and three storey shop front buildings constructed lot-line to lot-line to create a continuous street wall.

above, buildings erected before the 1960s are built to the lot lines on either side with a direct relationship to the street at grade. Several "towers in the plaza" were built in the 1970s following the lead of Mies van der Rohe's Toronto Dominion Centre complex. In this type, the tower was

Illustration 5.4a
Figure ground of the core adjacent to residential fabric.

isolated both from the street at grade and from other buildings along all property lines. This allowed the construction of larger floor plates with windows on all sides, rather than on front and back only.

Recently, a hybrid of the traditional and modern types has emerged. Large buildings in the central city have returned to a direct building-to-street relationship at grade, and party wall-to-party wall construction in the lower floors, but the bulk of building mass is deployed in towers above the base in order to capture the advantages of view, light and large floor plates possible with an isolated tower.

Large - scale 20th century development has coarsened the grain of the city centre — many old lanes have disappeared and it is not uncommon to find a block filled by one large complex. Servicing and, in some cases, retail activities have moved below ground to an extensive network of underground passageways below the core. Super block developments sit side by side with older, smaller buildings, creating relatively continuous street walls at grade, but varied conditions above, and great changes in scale at street level.

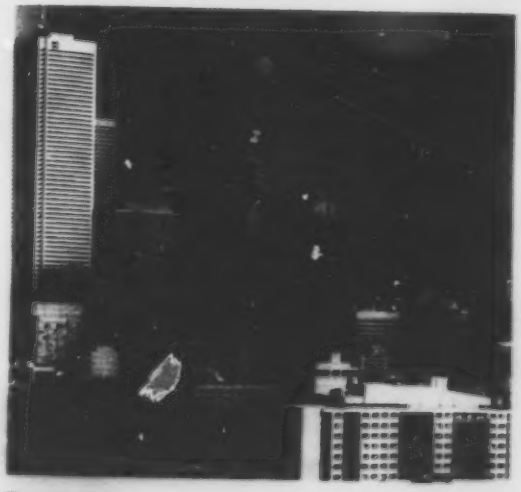


Illustration 5.4b
The larger scale buildings of the core include traditional street related buildings, isolated towers and, increasingly, hybrids of the two.

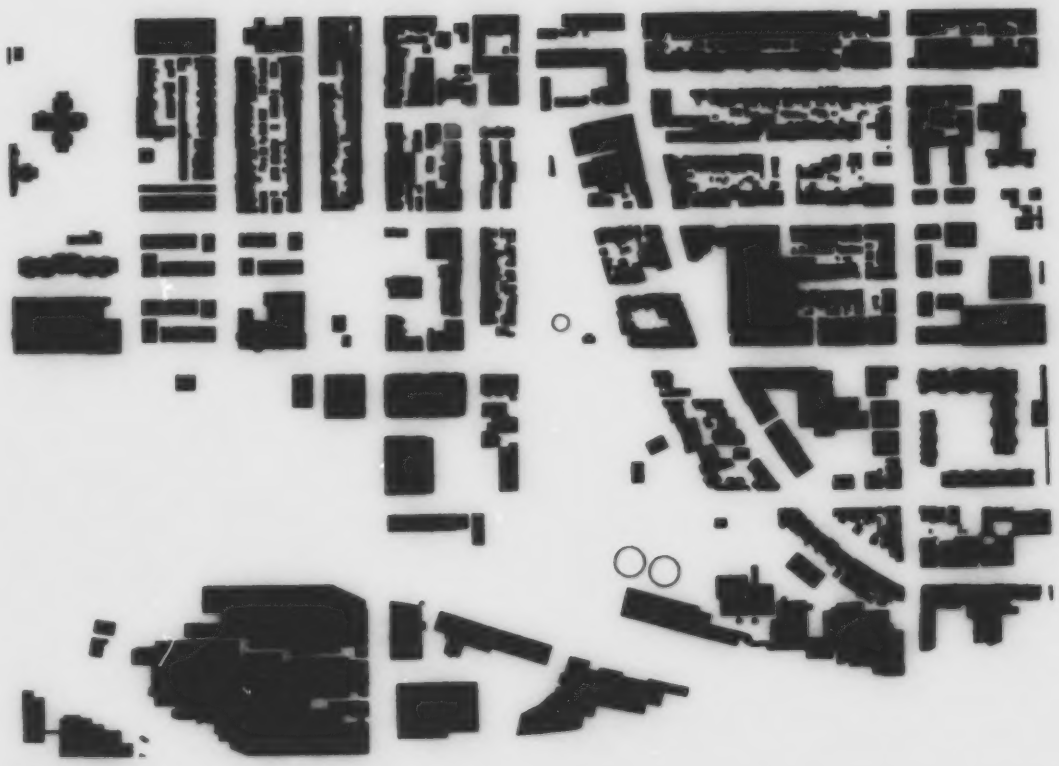


Illustration 5.5a
Figure ground of an industrial area adjacent to contrasting residential fabric.

Illustration 5.5b
Gooderham and Worts Distillery: an early example of industrial buildings on the rail lines.

large industrial buildings

Unobtrusive in height, many of the City's industrial buildings nevertheless stand out sharply in scale, as is amply evident on a figure ground map of the City. This map also shows how detached the industrial fabric is from the City's street pattern. Buildings in exclusively industrial areas are often organized in relation to the adjacent rail corridor, rather than to a street or to each other (illustration 5.5). Once detached from the order of the street, their architecture often exhibits a corresponding lack of public face. Such siting and architectural characteristics reinforce the separation of industrial areas from the city proper.

It would be inaccurate to characterize all of Toronto's industrial fabric in this way, however. The City has blocks of 19th century warehousing which have more in common with the commercial buildings of the same period than the more isolated industrial enclaves. The warehouses may be bulky and lack a direct ground floor relationship to the street, but they conform to the street grid and are neighbourly in their architecture, if somewhat discrete.

anomalies

Several pockets of anomalous built form punctuate the common city fabric, notable both for irregular street patterns and atypical architecture. These include the campus settings of the University of Toronto and the Canadian National Exhibition grounds, and several irregularly structured housing projects (See illustration I.14). They are discussed below, in the sections on Exceptional Conditions.

Richmond Street Looking West 1985 · Louis Crout

VIEWS

Illustration 6.1a
Toronto's third city hall was sited at the head of Bay Street in 1888 to enhance its prominence in the City. The site has not diminished in impact despite the growing scale of buildings that now frame the view. The building's clock tower is still a well known landmark in the City.

significant view corridors

The combination of flat terrain and an irregular grid makes the terminated view corridor — a view contained by street walls or planting, and ended by the buildings of a crossing street — a common Toronto condition. Sites at the end of view corridors were often exploited, or created, in the 19th century to give the City's public buildings heightened prominence; witness Queen's Park at the head of University Avenue, Old City Hall at the head of Bay Street, Osgoode Hall at the top of York Street, St. Mary's church at the western end of Adelaide Street, and many local churches and schools (illustration 6.1a).

In Toronto's early years, many north-south streets led directly to the lake, constantly reinforcing the City's relationship to the water. Despite looser ties between the contemporary city and the lake, the City's visual relationship to the water is subtly embodied in the larger city structure: the northern edge of the City's east and west arms corresponds roughly to the line from which the water can be seen when looking south. Views of the water still

Illustration 6.1b
Parliament Street presents an unusual combination of views: south to the water and north to the Rosedale Valley Ravine.

have a special importance in Toronto, in part as aids to local orientation.

A contemporary map of view corridors shows (map 6.1) the degree to which the City has become detached from the water. In the eastern and western neighbourhoods on the waterfront (the Beach and Parkdale), a fine grain of local north-south streets gives residents a constant sense of proximity to the lake. But from the central city there are few opportunities

map 6.1 *view corridors*

Illustration 6.2

A dramatic panorama spreads out at the break in the city fabric created by the Don Valley. Toronto, seen from the east side of the valley.

to see the lake, despite the number of streets that physically connect the core to the waterfront. The available views have been blocked by rail tunnels, freeway ramps and, occasionally, buildings. The map of view corridors to the water also demonstrates the discontinuity of the street grid. Predominantly, it is the streets of the concession grid that offer glimpses of lake from north of Queen Street.

Views to the ravines and parks are less frequent, less dramatic and less evident from a distance than views to the water (illustration 6.1b). The back yard condition of most of the ravines is partly responsible for this aspect of the City's structure. There are also few public places along the ravines from which one can enjoy panoramic views of the rivers.

Despite the scale of the concession grid, infinite views (views with no evident or precise termination) are rare in Toronto. The north-south concession streets are visually terminated by topography, rail overpasses or the shift in the grid at Eglinton Avenue (the result of an early surveying error). The infinite view is thus a particular feature of the east-west concession streets where such features do not impede views: Queen, Bloor, St. Clair, Eglinton and Lawrence.

panoramas

Toronto's relatively flat terrain presents few panoramas of the City, but those that exist are afforded by the topography (map 6.2). The focus of such views is generally the cluster of downtown high rises in the core, punctuated by CN tower and the Dome, often in relationship to the water.

A series of general city views is available from streets crossing the escarpment, just north of the central city. The downtown towers can also be seen rising above the trees from high places on the east side of the Don (illustration 6.2). But the most spectacular panoramas may be those from across the water, evident where the curve of the shoreline and the island create views of the City as it meets the lake.

In addition to being relative scarce, few of the places from which one can view the whole city or the downtown skyline have been consciously exploited or developed as public amenities. Many of these views are glimpsed in passing from particular rises or turns in the road and views to the City from the escarpment are generally enjoyed mainly by private homeowners.

map 6.2 *panoramic views*

Panorama from public open space
Panoramas from street

Old Fort York, Toronto - Harry D. Wallace

SPECIAL AREAS

Illustration 7.1
The Fort York area includes parts of the original lakeshore at the mouth of Garrison Creek, an important War of 1812 battlefield and cemetery, as well as the fortifications themselves.

Through the analysis, a series of exceptional places emerge as particularly significant in the City. They can neither be described in the same way as the general city fabric nor treated in the same way, whether the intention is to preserve and enhance their particular characteristics, repair their fabric, or take advantage of their unique opportunities.

Many of the exceptional conditions are special places that punctuate the general order and colour the City's image, or have the potential to do so. Others are interruptions and potential connections, the places which suggest opportunity and warrant change. These include breaks in the continuity of the street structure, barriers between the City and its natural features or monuments, and the areas where wholesale physical change (structural and architectural) is anticipated.

Several areas of the City do not conform to typical city patterns or are distinguished by their cultural importance.

areas of historic significance

The sites and areas which have had great influence on the City's physical development (map 7.1) include human artifacts like Fort York (illustration 7.1), fundamental natural features, and cultural sites such as the University of Toronto. The historic importance of these sites is not always acknowledged in the City structure or in public sentiment. The first ten blocks and the Fort are barely evident in the City today, despite their status as Toronto's original sites. And the role of the ravines in shaping the City's growth has been forgotten against their contemporary role as parks and green spaces.

map 7.1 *areas of historic significance*

Illustration 7.2
The eastern campus of the University of Toronto is characterized by a series of linked open spaces and a collection of handsome gothic and romanesque revival buildings.

areas of distinct urban, architectural, or landscape form

Given Toronto's relatively homogeneous fabric and pervasive grid, areas which do not conform to the typical structure or architecture stand out sharply from their context (map 7.2). Large natural areas, like the ravines and the islands, are most distinctive, offering a complete break from the urban environment. Picturesque suburbs, like Rosedale and Lawrence Park, or the campus layouts of the Exhibition grounds or the University of Toronto, are distinguished by their non-grid street patterns and open - space structure and by a unique or notable architecture (illustration 7.2).

map 7.2 *areas of distinct urban, architectural or landscape form*

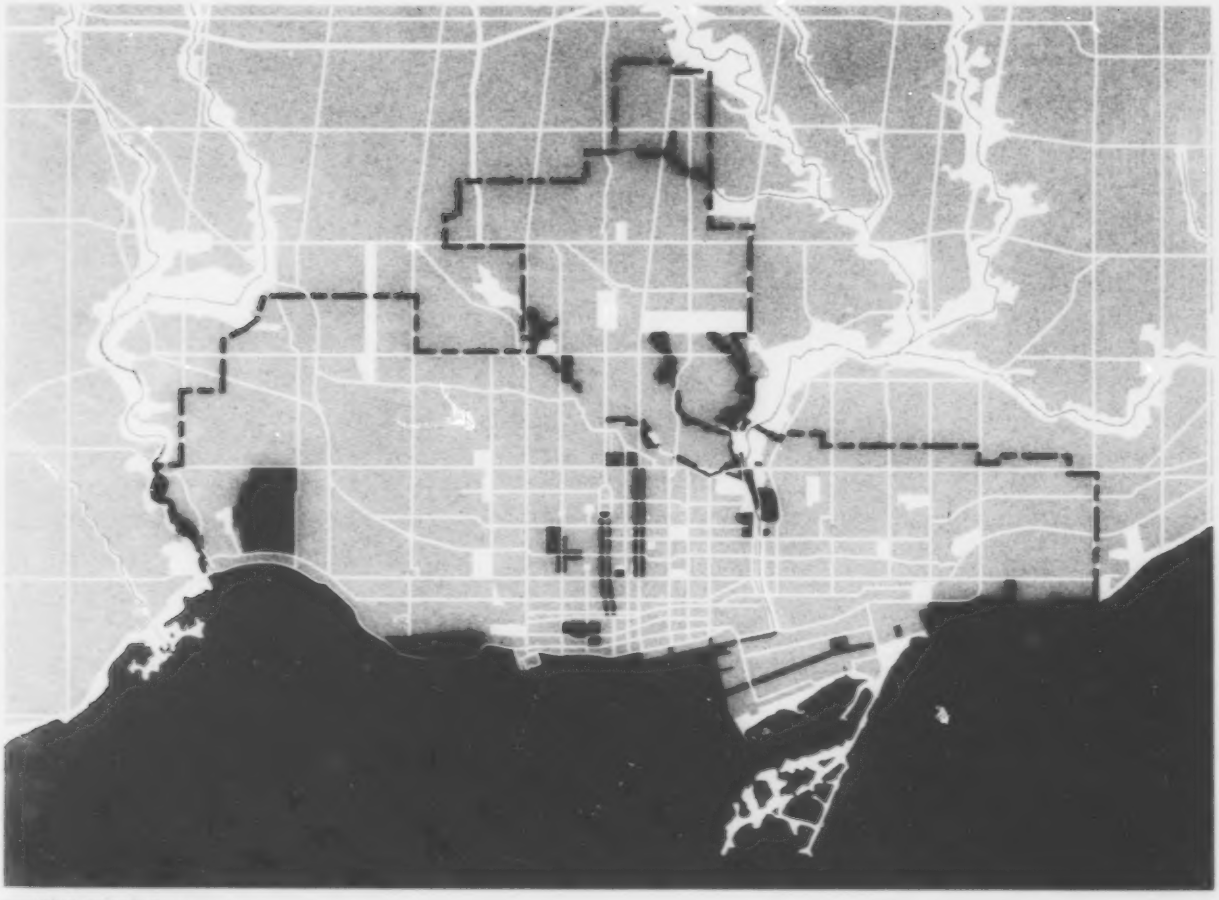
Illustration 7.3
The small scale and compact grid of streets and walkways in Yorkville creates a series of contained spaces, within the City, contributing to its appeal as a retail area.

city gathering places

While the significance of these areas is cultural — people meet here in large numbers for various reasons and events — city gathering places attract people in large number because of their particular physical characteristics. (map 7.3)

Large outdoor gatherings — whether for special events or to enjoy the weather — often occur in the City's big natural parks. The ravines and waterfront are particularly appealing during Toronto's sultry summer months: they enjoy a cooler micro-climate, they can accommodate many people and they provide an experience of nature and a feeling of truly getting away from the metropolis. Formal gatherings, particularly those of political purpose, tend to concentrate near public buildings — on the grounds of the provincial legislature or in front of City Hall on Toronto's only paved square. And parades seek out the widest streets, including, inevitably, University Avenue.

A unique combination of commercial activity and physical character draws regular crowds to Kensington Market and Yorkville. Since most of Toronto's retail streets are linear, people enjoy the unusually intimate feel of these areas, where several shopping streets intersect in a small area. The appeal and colour of the areas is ensured by small - scale, fine - grained building fabrics which exhibit great architectural variety within a harmonious of the whole (illustration 7.3).



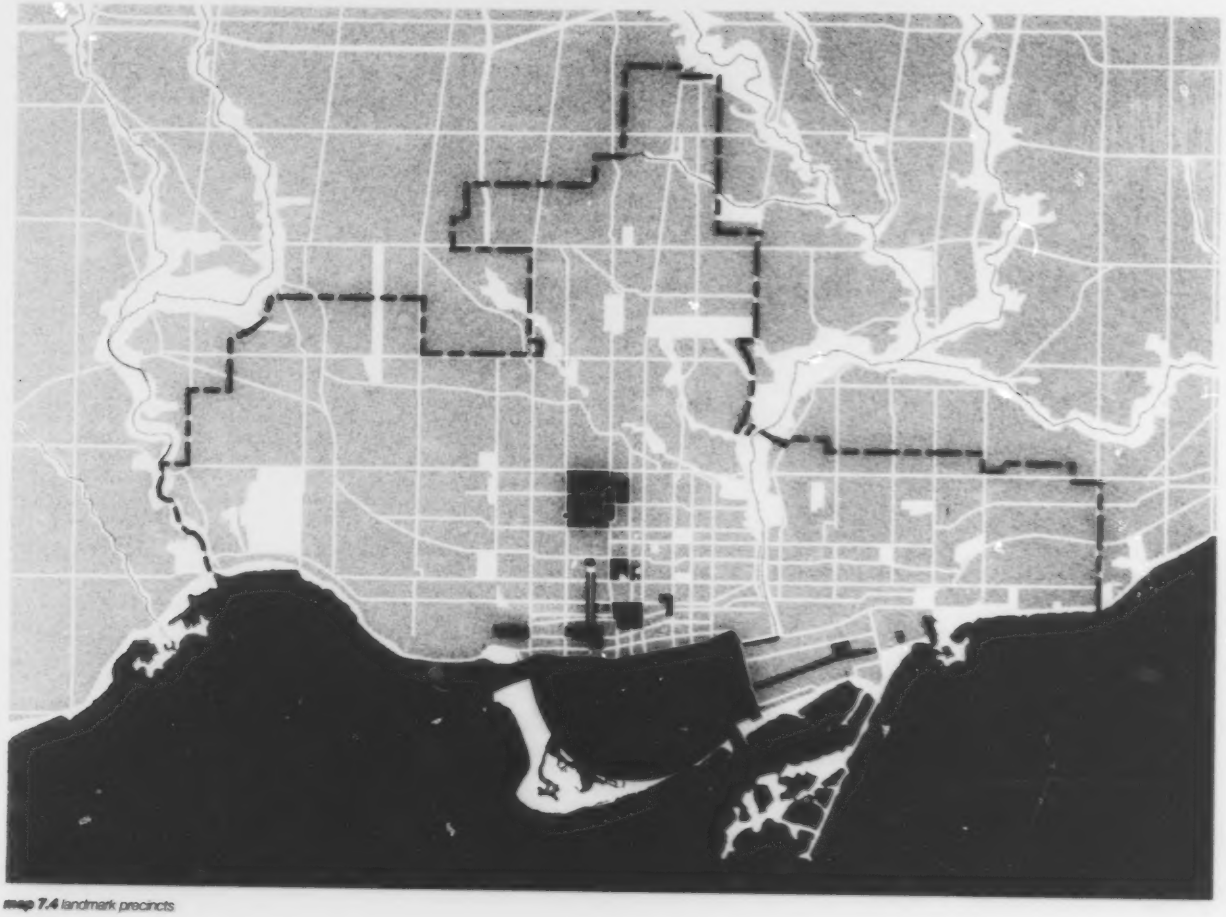
map 7.3 city gathering places

Illustration 7.4
Nathan Phillips Square, bracketed by New City Hall, Old City Hall and Osgoode Hall is the heart of a precinct of important city landmarks.

landmark precincts

With the clustering of public buildings in the centre of the City several precincts of landmark buildings and landscapes have evolved there (map 7.4). The area around City Hall, for example, includes not only this distinctive building and its plaza, but several Supreme Court buildings, their gardens, and Old City Hall, an impressive neo-Romanesque edifice which now houses local courts (illustration 7.4).

Prior to 1850, the waterfront was the site of several of Toronto's important public buildings. During the heyday of the port's industrial period, it gained several industrial structures of note, including the grain elevators that frame the harbour. The revival of the inner harbour as a public amenity has again cast the waterfront buildings as landmarks, whether designed as such or not. The high visibility of structures in this location has led to increased public demands to see attractive and appropriate architecture on this important city face.



map 7.4 landmark precincts

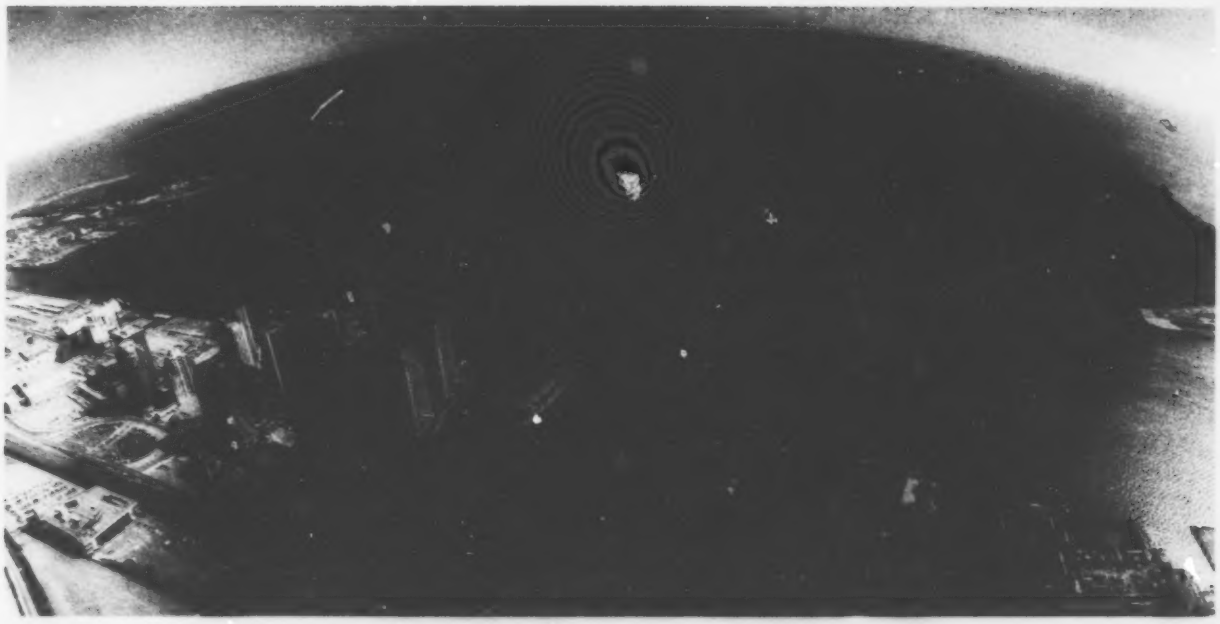


Illustration 7.5
Recently rediscovered as a public amenity the City's inner harbour is now a cherished public place and Toronto's face to the world in countless postcard images.

areas of city wide significance

The most significant areas of the City are those which combine several of the above characteristics and are physically unique and culturally important (map 7.5). The most significant areas in the City — the Inner Harbour, the Fort York area, the City Hall precinct and the University of Toronto — are also landmark precincts and closely identified with the image of the City.

The Fort York area is probably Toronto's most important historic site. It is the location of one of the settlement's earliest structures, an important War of 1812 battlefield, a military burial ground, and one of the last remaining parts of the original inner harbour shoreline. It is also urbanistically significant, as the edge of the old city's particular fabric and home to a unique architectural structure — the Fort itself. The City Hall precinct is less historically signficant than Fort York although it has been growing in importance since the local Law Society constructed Osgoode Hall there in 1829. It is now the site of Toronto's municipal government and several court buildings. It is also an important public gathering place and its open spaces create a welcome break in the heart of the City's built-up core. The University of Toronto plays something of a similar role. It is now the site of the provincial government and, since the late 1820s, has been the home of Toronto's centres of higher learning. Its structure of linked open spaces still makes it a green and peaceful oasis in the central city. The Inner Harbour is also strongly related to natural features — in this case the lake and the islands (illustration 7.5).

map 7.5 areas of city wide significance

Front Street/Union Station 1985 - Marilyn Brandon

SIGNIFICANT STREETS

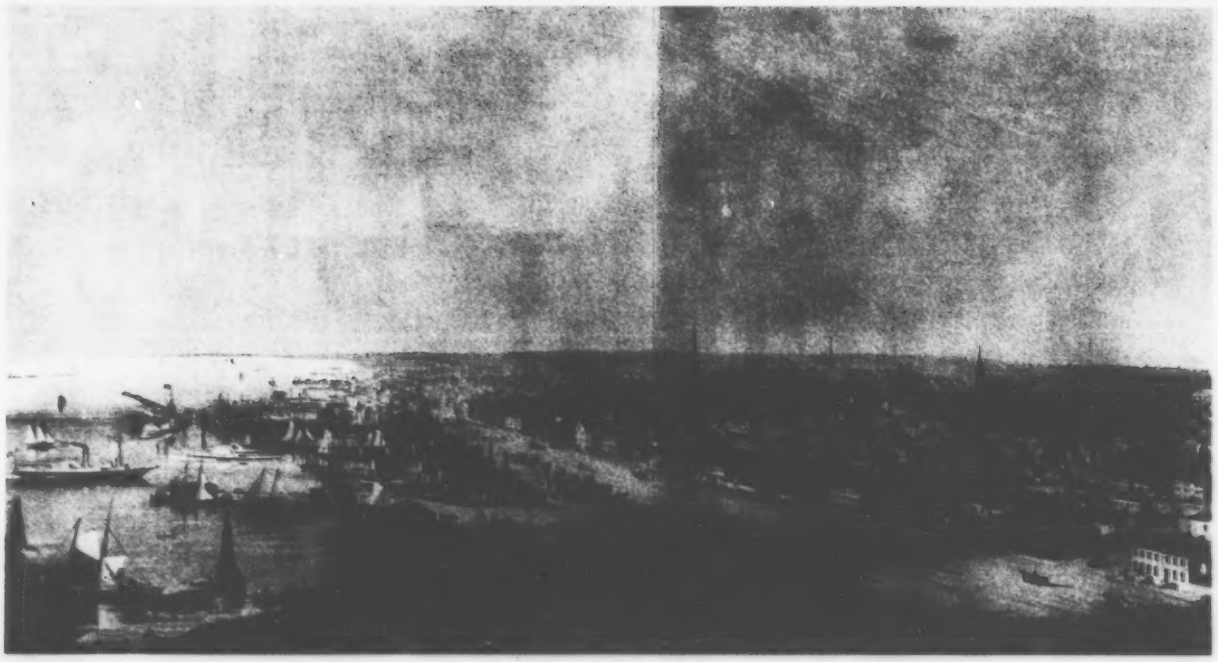


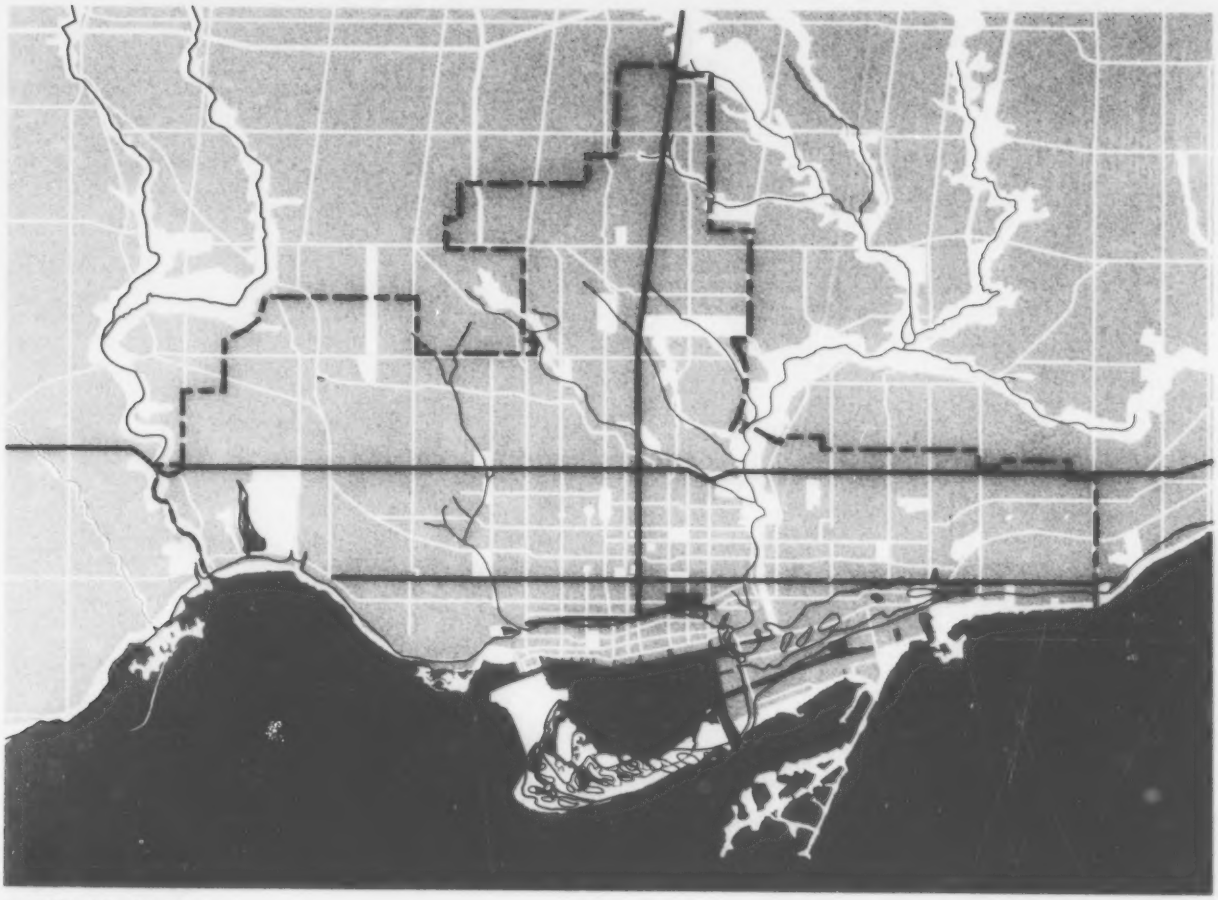
Illustration 8.1
In the early 1840's Front Street was Toronto's waterfront boulevard and the road from the town to the Fort.

Toronto's streets are not highly differentiated. Most rights of way are between 20m and 26m wide, conform to the general order of the grid, and are composed of variations on one of a few basic building types (See Built Form above). Streets that vary from the norm stand out. Physical prominence is often linked with cultural associations, some historic and some recently imbued as the result of the streets' character.

Toronto's early streets

The streets which shaped the town's early development are now architecturally indistinct, but retain some subtle structural characteristics (map 8.1). As described earlier (see Street Pattern above), the streets of the concession grid were the skeleton around which the City developed. Of these, Yonge, Queen and Bloor Streets played a particularly important role. Yonge Street, the highway to the trading hinterlands, was the spine around which Toronto's northern expansion occurred. Queen and Bloor streets were the corridors of eastern and western growth. As a result of their early importance, all three remain among the City's most active retail streets, a role reinforced in the case of Yonge and Bloor streets by the later addition of the subway.

The first ten blocks of the original town are no longer intact, but live on in the scale of Toronto's old town: the area bracketed by Queen Street, the town's first northern boundary and Front Street, originally the waterfront track linking the town to the Fort (illustration 8.1). Both Queen and Front Streets act as seams between structurally distinct areas of the City. Front Street has long been Toronto's virtual southern boundary, first as the waterfront street, then as an edge to the unpleasant industrial/rail lands at the lake front. It is gradually becoming the gateway to a revitalized waterfront. Queen Street marks the joint between the fine grain and waterfront connections of the old city (See map 3.3) and the looser structure of the neighbourhoods to the north.

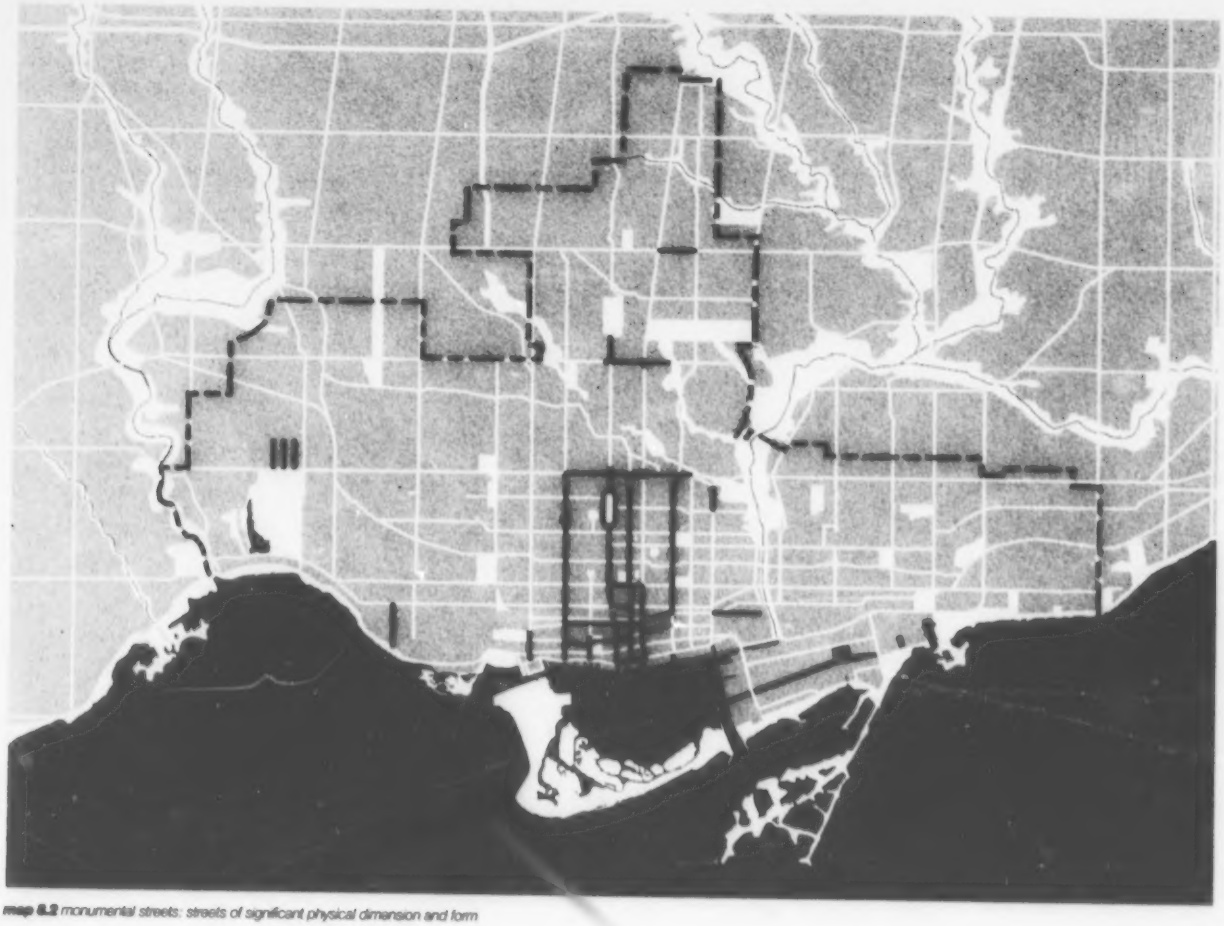


map 8.1 *Toronto's early streets*

Illustration 8.2
More than 40m wide, Spadina Avenue stands out of the general grid as one of Toronto's most generous streets. Its width has contributed to its status as one of the City's busiest commercial thoroughfares.

monumental streets

The label "monumental" is here applied to those streets which are consistently larger in height and/or width than the norm (map 8.2). Since most of the City's streets were built to the minimum required 20m width, (the concession streets are a little broader at 26m) street widths of more than 30m are noticeable in Toronto, and widths of 40m or more seem very large indeed (illustration 8.2). Consistent street walls of greater than seven stories are equally rare. Indeed, Bay Street is included most emphatically in this group of streets on the basis of its tall, unbroken street wall, despite a relatively modest width of 26m. Most of the monumental streets are concentrated in the City centre. Outside the core, the category encompasses those streets where tall, relatively consistent street edges combine with deep setbacks to create the perception of grandeur. Jameson and High Park Boulevards are added to the collection of monumental streets by this definition.



map 6.2 *monumental streets: streets of significant physical dimension and form*

Illustration 8.3
As Mount Pleasant Boulevard passes through the ravine it affords Torontonians an opportunity to enjoy one of the City's natural features in the course of their daily movement about the City.

scenic routes

Several streets in Toronto are distinguished by the views of the City or natural features that they afford, usually in a changing composition along their length (map 8.3). Many of these streets are sited in or along a major natural feature and are defined by landscaped edges rather than by buildings. University Avenue is one exception — a formal boulevard with significant landscaping but primarily defined by a strong built edge.

A few of the City's scenic routes, such as Lakeshore Boulevard and University Avenue, were deliberately designed as such, but most have scenic status incidentally, by virtue of their locale (illustration 8.3). Not all live up to their potential, but the map includes those streets whose setting allows the greatest opportunity for views and scenic prospects.

map 8.3 scenic routes

Scenic Routes

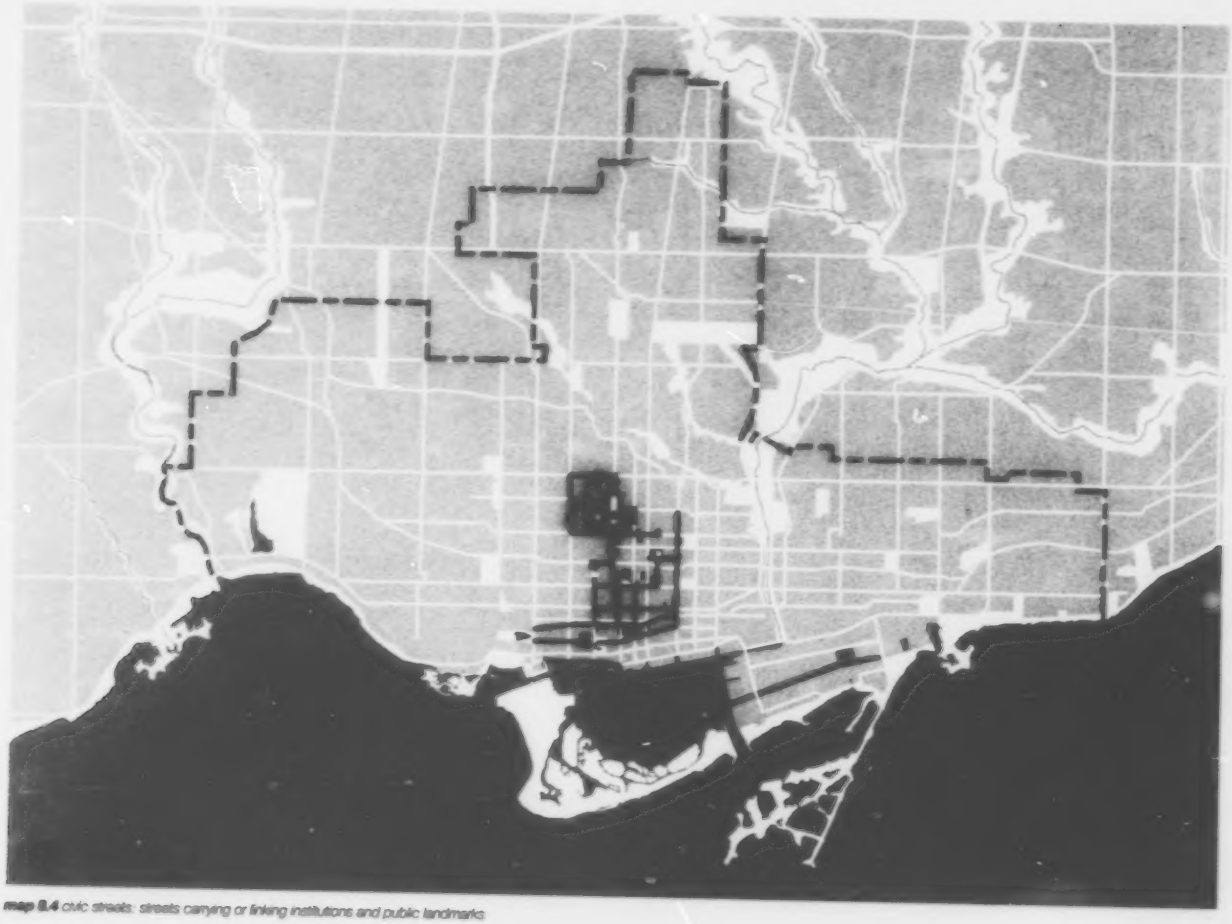
Potential Scenic Routes

Illustration 8.4

University Avenue, with Queen's Park at its head and its collection of memorials and gardens, is unquestionably the City's premier civic street.

civic streets

Toronto's public buildings tend to be grouped on certain streets (map 8.4), rather than sprinkled throughout the City, or set around squares. Possibly the confluence of several factors (the street's role as main public space in North America, the relative youth of Toronto, and the small size of its core), has given certain streets a special status and physical quality. The streets identified as civic streets are important as addresses to landmarks and institutions. Physically, they are characterized by the setbacks, forecourts and grounds of their buildings and by their monumental architecture (illustration 8.4) (See Landmarks below). University Avenue is Toronto's premier civic street. It follows King, Bond, Front and College Streets in this role.



map 8.4 *civic streets: streets carrying or linking institutions and public landmarks*

Illustration 8.5
In Canada, the Bay Street canyon is synonymous with the country's financial industry.

mythic streets

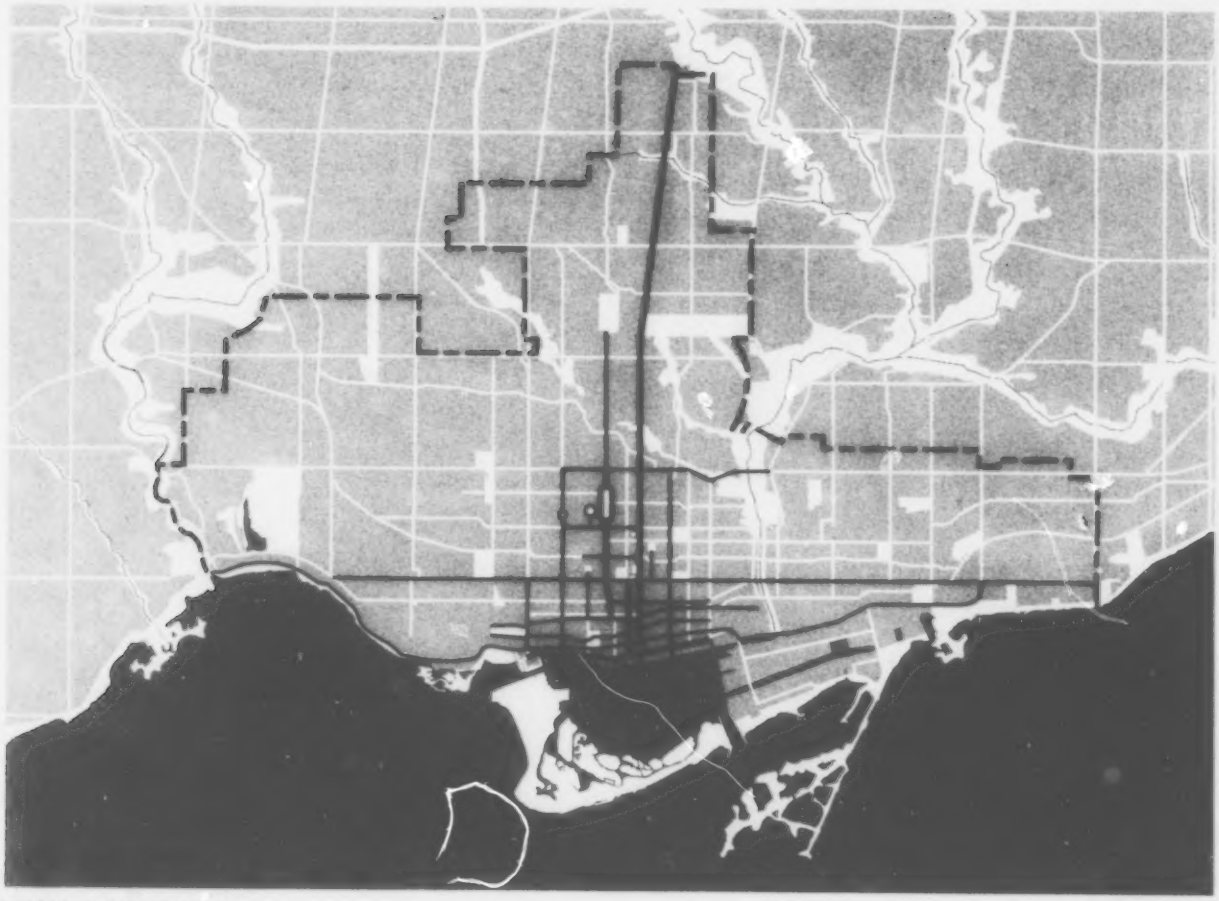
The names of the mythic streets on map 8.5 connote not only locations, but institutions or cultural values. While many streets have local meaning, by this definition, the map is confined to those names with suggestive power outside of Toronto. Yonge Street has long been Canada's quintessential strip, Queen's Park means not only the Circle but the provincial government, and Bay Street is both the home and the symbol of Canada's financial world (illustration 8.5). Queen Street is a recent addition signifying the City's bohemian culture.

map 8.5 *mythic streets: Yonge, Bay, Queen's Park, Queen West*

Illustration 8.6
Yonge Street plays many roles in the City: historic spine of growth to the north, neighbourhood main street and quintessential "strip".

streets of city wide significance

Viewed in light of these maps, a handful of streets emerge as particularly notable in the City (map 8.6). Four stand out in particular. University Avenue is Toronto's premier civic street, the most physically imposing street in the City, a scenic route of note, and the street leading to the seat of the provincial government. Yonge Street has a completely different set of characteristics. Physically unimpressive for the most part, it is nonetheless one of Toronto's important historic streets, its longest (running from Lake Ontario to Lake Simcoe, 90 kilometres to the north) and "main street"to all Toronto (illustration 8.6). Lower Bay Street is tiny by comparison, but physically distinctive, culturally important as the centre of Canadian finance, and headed by Toronto's magnificent 19th century Old City Hall building. Queen's Quay cannot boast such history but its roles as Toronto's face to the world and waterfront promenade make it one of the most physically prominent streets in the City, appearing on many postcard images of Toronto in front of the skyline.



map 8.6 streets of city wide significance

The Noble Block 1984 - Salvatore Gallo

PROMINENT SITES

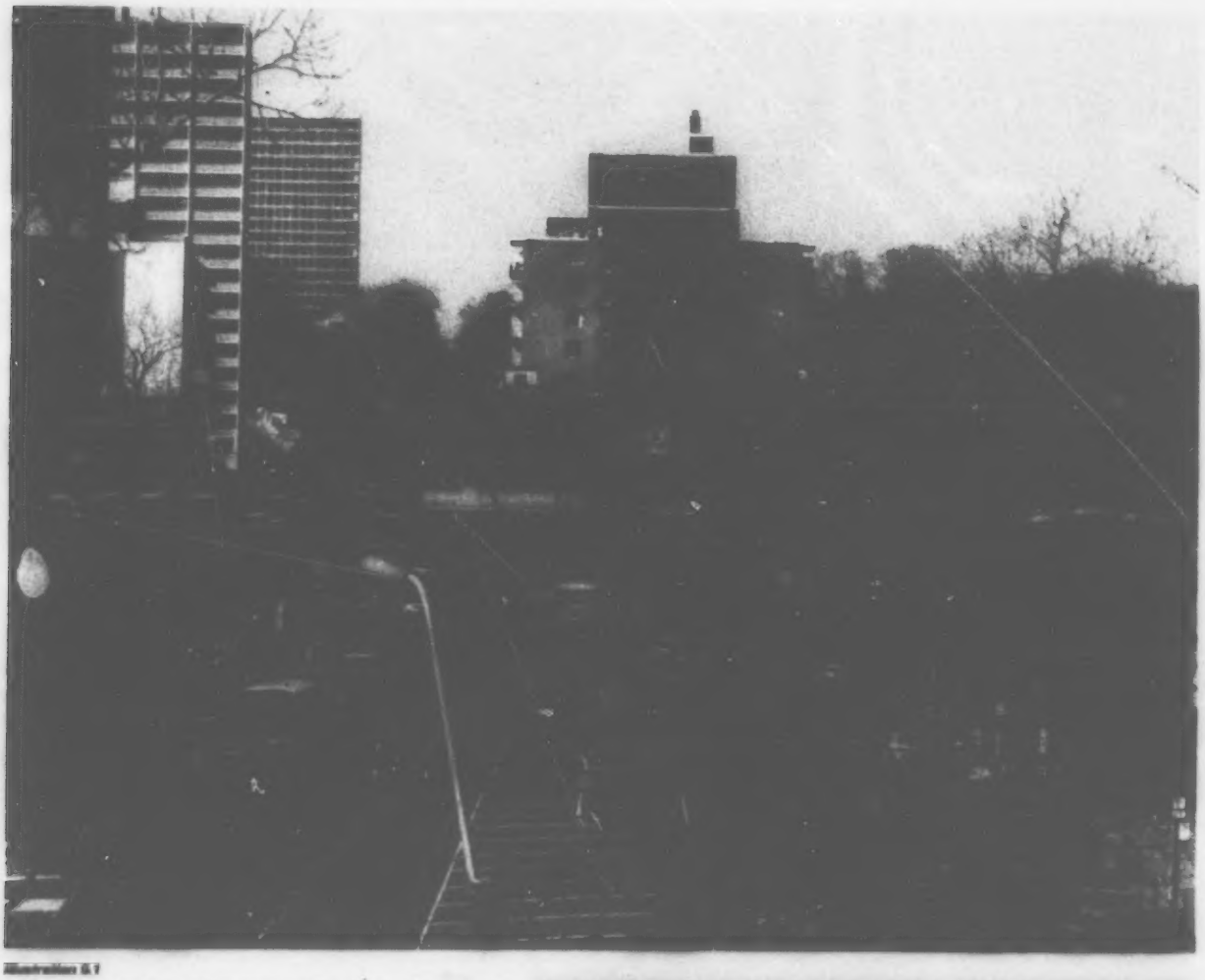


Illustration 9.1
Spadina Avenue is terminated at Bloor Street, making a significant view terminus at another important street. The building on the site, however, in no way acknowledges the significance of its location.

Certain city sites are made prominent by their location in the City structure: the termination of major view corridors, perceptual entry points into the City on well travelled routes, intersections of important streets, or places which are unique in the general structure of the City.

View termini

In an irregular grid like Toronto's, there are many places where a street is visually enclosed at one end by a building face (map 9.1). The building facades which terminate streets are clearly more conspicuous than their neighbours as they can be seen face-on, framed by the walls of the street that they end. Structures which terminate streets often become local orientation features because of this prominence. As discussed in chapter 6, this fact was not lost on Toronto's 19th century monument builders.

The most notable view termini in the City are those which close the major streets, several of which have been skilfully exploited, or created, by such landmarks as Queen's Park (University Avenue), Old Knox College (Spadina Avenue), and Old City Hall (lower Bay Street). Despite their visual importance, however, some major view termini have been carelessly treated and bear structures as casual and inappropriate as parking garage entrances (illustration 9.1).

Illustration 9.2
Twinned towers at Yonge and Bloor Streets mark the northern gateway into the city centre at the site of the early city gate.

map 8.1 *prominent view termini*

■ Larger, darker boxes indicate most significant view termini

Illustration 9.4
As Bloor Street bends to accommodate local topography at the Don River, the curve of the street coincides with a break in the City fabric and the dramatic Bloor Street viaduct, to mark the north eastern entrance into the city centre.

gateways

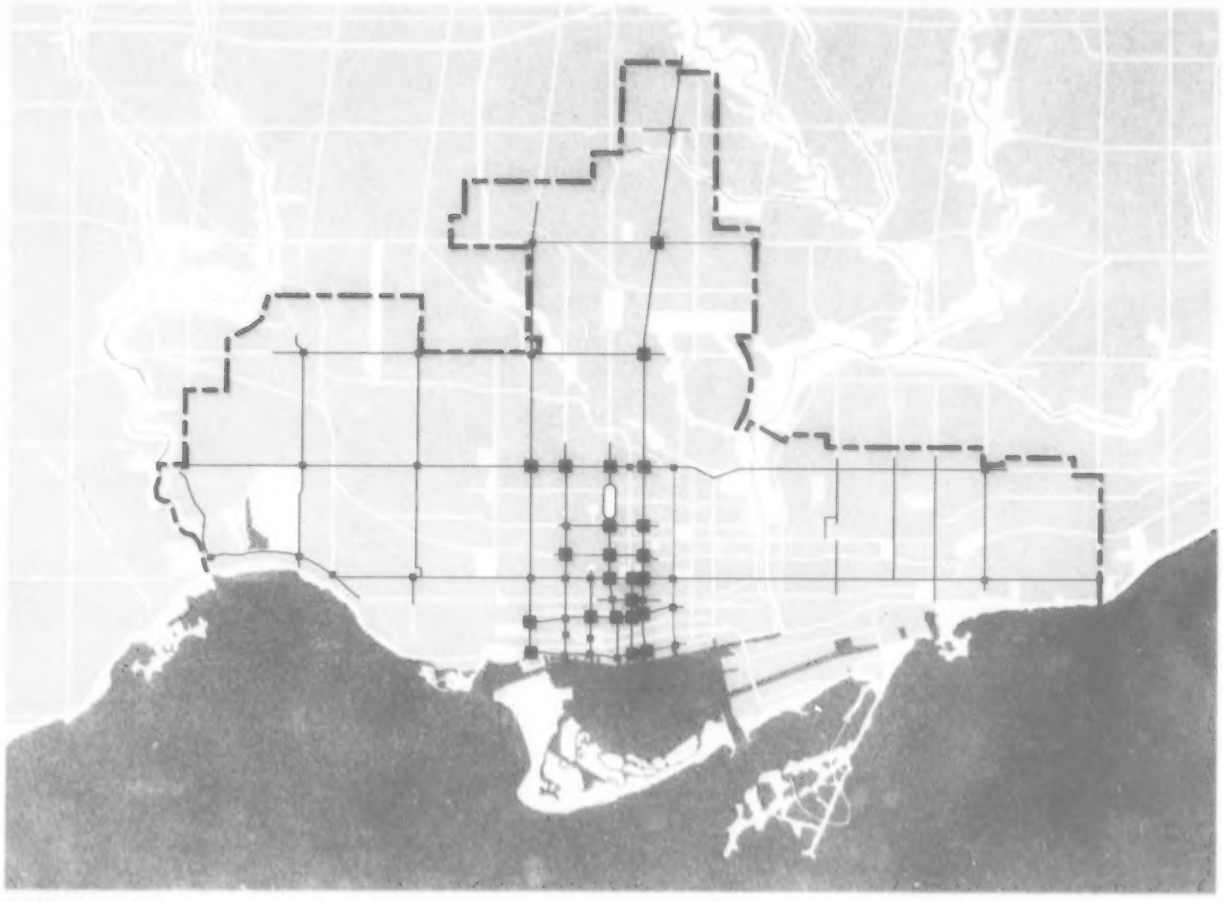
Perceptual gateways exist at a number of threshold points in the city (map 9.2): points of crossing over or under infrastructure corridors or intersections between sharply different areas of the City such as the core and the water's edge. The most impressive of these sites combine a topographic shift, built form change and legal boundary on a well traveled route or highly visible site. The northern edge of the City on Yonge Street, for example, combines all of these features, as does the City's western border on the Humber River, the City's face at the shoreline, and the bend in Bloor Street at the eastern edge of the central city (illustration 9.2).

Illustration 9.3
Spadina and Dundas: the combination of Spadina's width and the activity of Chinatown makes this intersection one of the busiest in the City.

major intersections

The intersections of major streets are significant in any city as markers of location, places of heightened activity (the life of two or more streets mingle here), and increased aspect (one can survey at least one more direction in the City from an intersection). The more important and busy the streets joined, the more significant the juncture (map 9.3). The intersection becomes truly significant if it intersects at least one other significant system — the subway, for example — or coincides with an activity generator like a sports stadium (College and Yonge), shopping centre (Yonge and Dundas) (illustration 9.3), or congregation of large office towers (Yonge and Eglinton). Generous sidewalk width at the intersection, to accommodate increased activity, has heightened the popularity of such intersections as Yonge and Bloor.

map 8.2 *perceptual gateways*



map 8.3 major intersections

■ Larger, darker boxes indicate most significant intersections

map 9.4 *Interruptions to the concession grid*

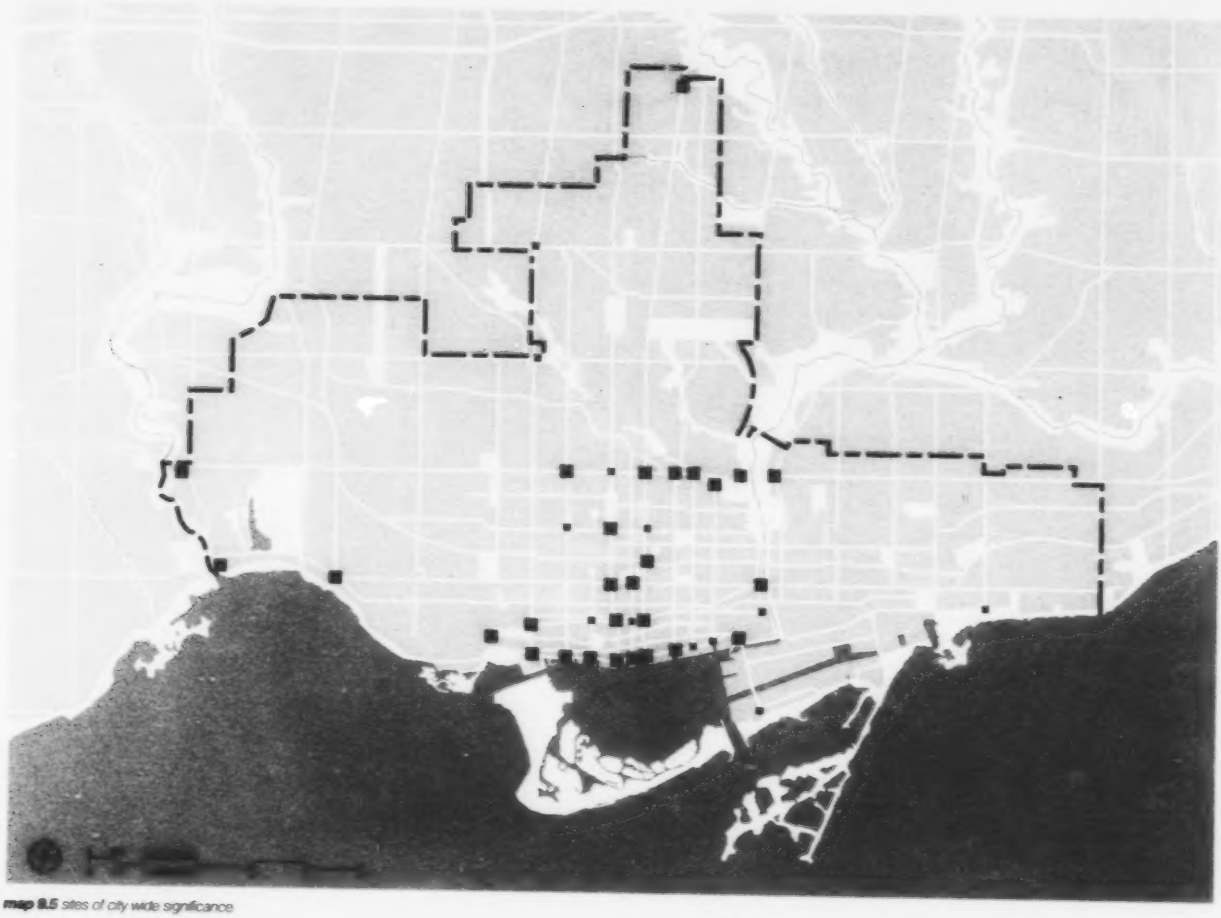
Illustration 9.5
The termination of the major streets at the water's edge are among the most significant and prominent sites in the City. They are the points of arrival at the lake from the north. Seen from the harbour, they are gates to the City at the water's edge.

interruptions to the concession grid

Toronto's insistent concession grid does bend and break in places, primarily in response to major natural features and infrastructure corridors (map 9.4). Where the break is absolute, the concession street loses its importance (St. Clair near the Don River, for example). But where the disruption is formal only — where the road bends to adapt to topography, such as Bloor Street at the Don Valley (illustration 9.4) or at the Humber River — the prominence of the street is enhanced at that point.

sites of city wide significance

One location with several prominent features tends to take on a certain status in the City. It becomes the sort of place that people use for rendezvous or in giving directions. Structures on these sites have a greater than average impact on the City's character and image. They are ideal locations for landmarks, indeed any thing built on these sites becomes a landmark of sorts, deliberately conceived or otherwise. Among thousands of sites in the City, several are particularly prominent through a combination of characteristics (map 9.5). They include the places where Toronto's major streets meet the water, the major gateways into the City, and several important intersections in the central city (illustration 9.5).



map 8.5 *sites of city wide significance*

■ Larger, darker boxes indicate most significant sites

Toronto's Power House # 3 1974 - Patricia Parkinson

LANDMARKS AND INSTITUTIONS

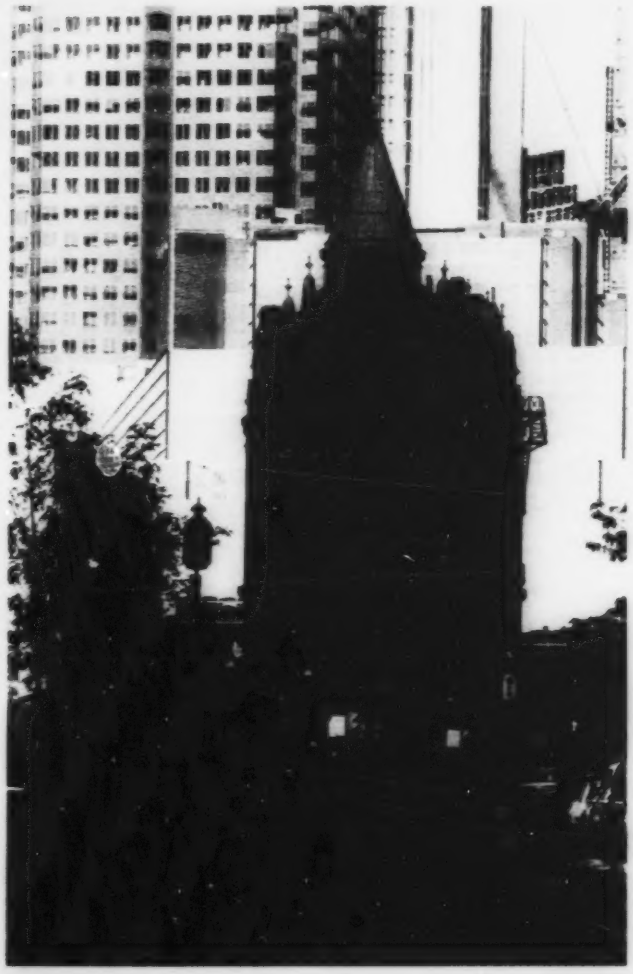


Illustration 10.2
The Flatiron Building, which has no public program, but a very prominent site and exuberant architecture, appears on many city photographs and postcard framed against the Financial District beyond.

location

As the capital of Ontario and the centre of the regional metropolitan area, Toronto is home to three levels of government, many cultural facilities and countless corporate head offices, each category represented in the City's list of landmarks. Toronto's public institutions and cultural venues are clustered in the City's centre (map 10.1, illustration 10.1), a pattern reflective of the City's relative youth as well as its tradition of separating residential from non-residential land uses. The major public buildings are clustered in certain areas or along certain streets (see Landmark Precincts and Significant Streets above) .

physical and cultural landmarks

Landmarks are, by definition, atypical. Indeed, they are really defined in relation to their context. In general landmarks are physically distinct structures or landforms, which differ from their surroundings in siting, scale, or form. Landmark buildings may be of a different type than their neighbours or occupy a very prominent city site. They are usually of a

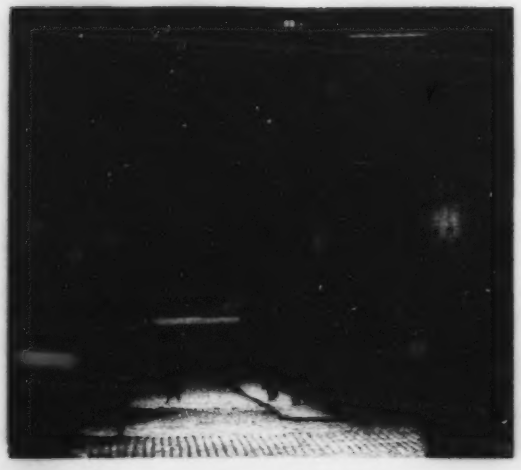


Illustration 10.1
Osgoode Hall sits at the corner of University Avenue and Queen Street, part of both the City Hall precinct and University Avenue's collection of public buildings. The facade of its first wing also terminates York Street as it runs north from the water.

map 10.1 major public institutions and cultural venues

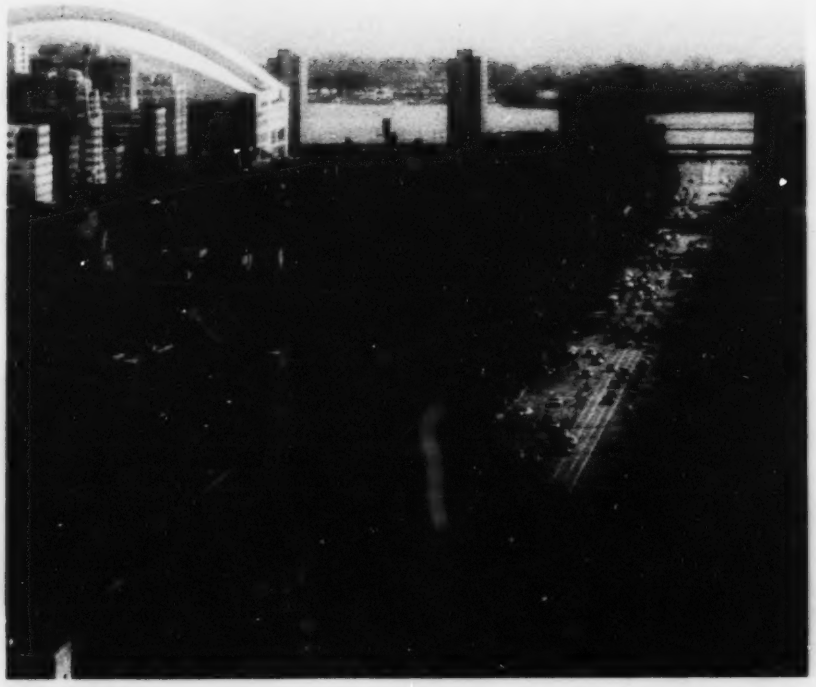


Illustration 10.3
The tradition of siting landmarks at the head of streets running north from the water is nowhere as clearly evident as in Old Knox College, sited on its own island in the centre of Spadina Avenue

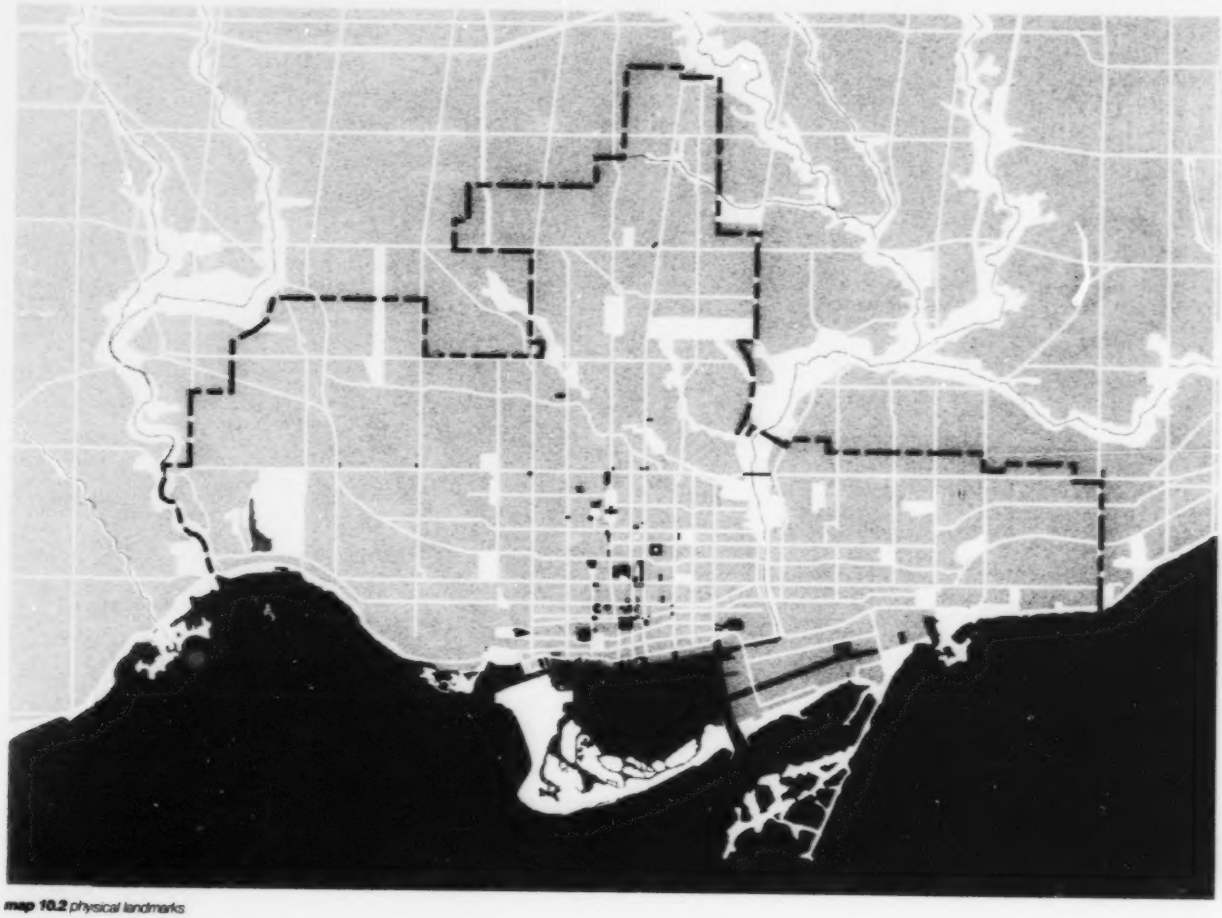
different scale than their surroundings or composed of special architectural elements which cause them to stand out from their surroundings (map 10.2).

Very often the really prominent landmarks of the City have a public status, and public structures are landmarks, but the two sets are not identical, as a comparison of maps 10.1 and 10.2 indicates. Several important public buildings have a rather modest appearance in the City while one of Toronto's most popular postcard images celebrates a building (illustration 10.2) with no public role at all.

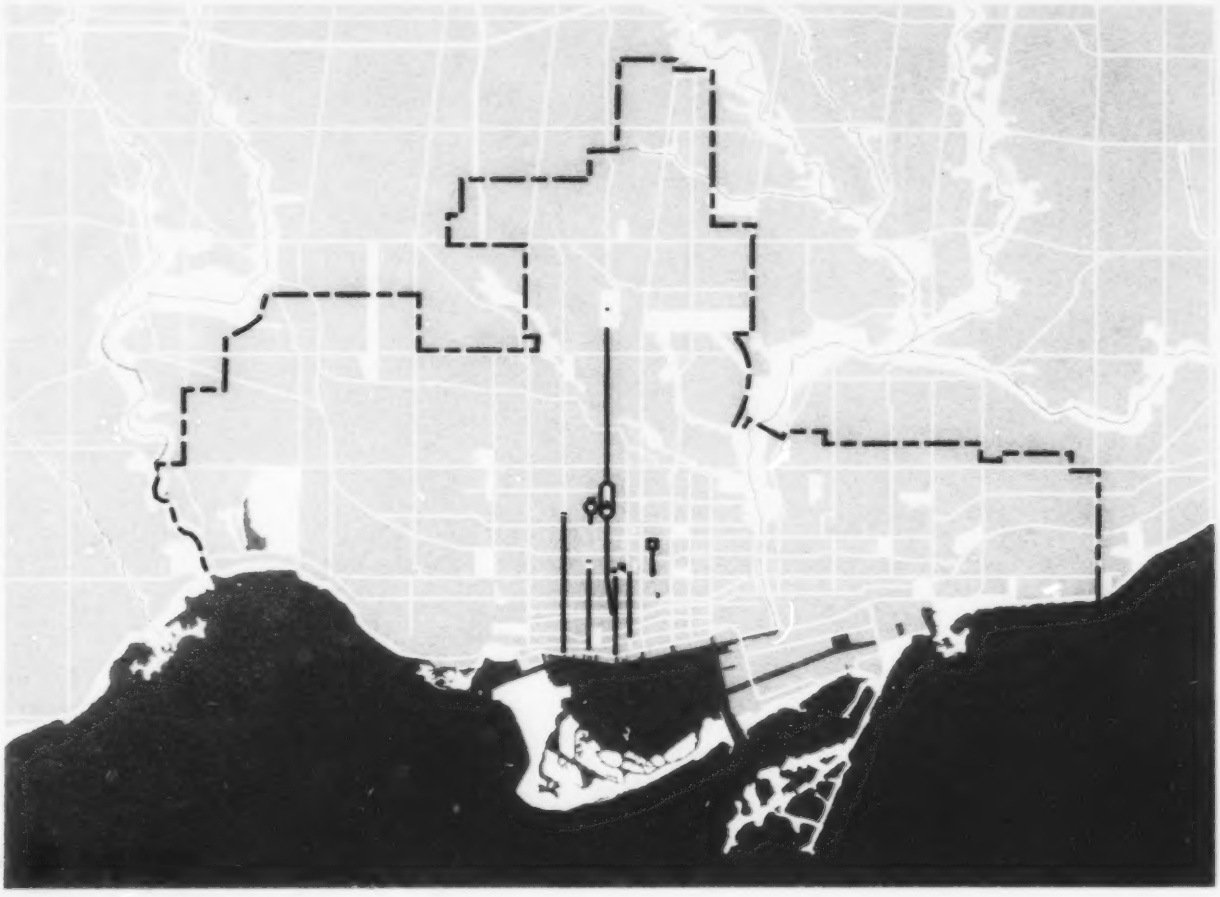
siting

Toronto's more significant landmarks have often been sited at the end of prominent view corridors, as noted in Views above. Several of the city's older landmarks conform to a particular local siting tradition — that of facing public buildings towards the water and, if possible, at the heads of streets running up from the lake (map 10.3, illustration 10.3). Common in the 19th century, this tradition faded as the City's ties to the water were

Illustration 10.4
The Skydome and the CN tower dwarf all other monuments on the Toronto skyline.



map 10.2 *physical landmarks*



map 10.3 *landmarks and institutions facing the water*

map 10.4 *major landmarks on the skyline*

Illustration 10.5
New City Hall, designed by Viljo Revell following an international competition in 1958, is home to the municipal government and one of the best known architectural symbols of Toronto.

blurred by successive waves of rail corridors, industrial landfill and expressways. New City Hall was the last major public building to adopt this characteristic siting.

Outside the core, local landmarks and institutions are typically located in one of three types of sites: on corner sites, at the visual termination of streets, or on large grounds. The latter location is favoured by schools, including such examples as the University of Toronto, on the long buried Taddle Creek.

In Toronto's early years, major public buildings frequently sat on their own grounds, but this early nineteenth century pattern gradually gave way to the vestigial landscaped setback or, in the 20th century, the paved setback or plaza.

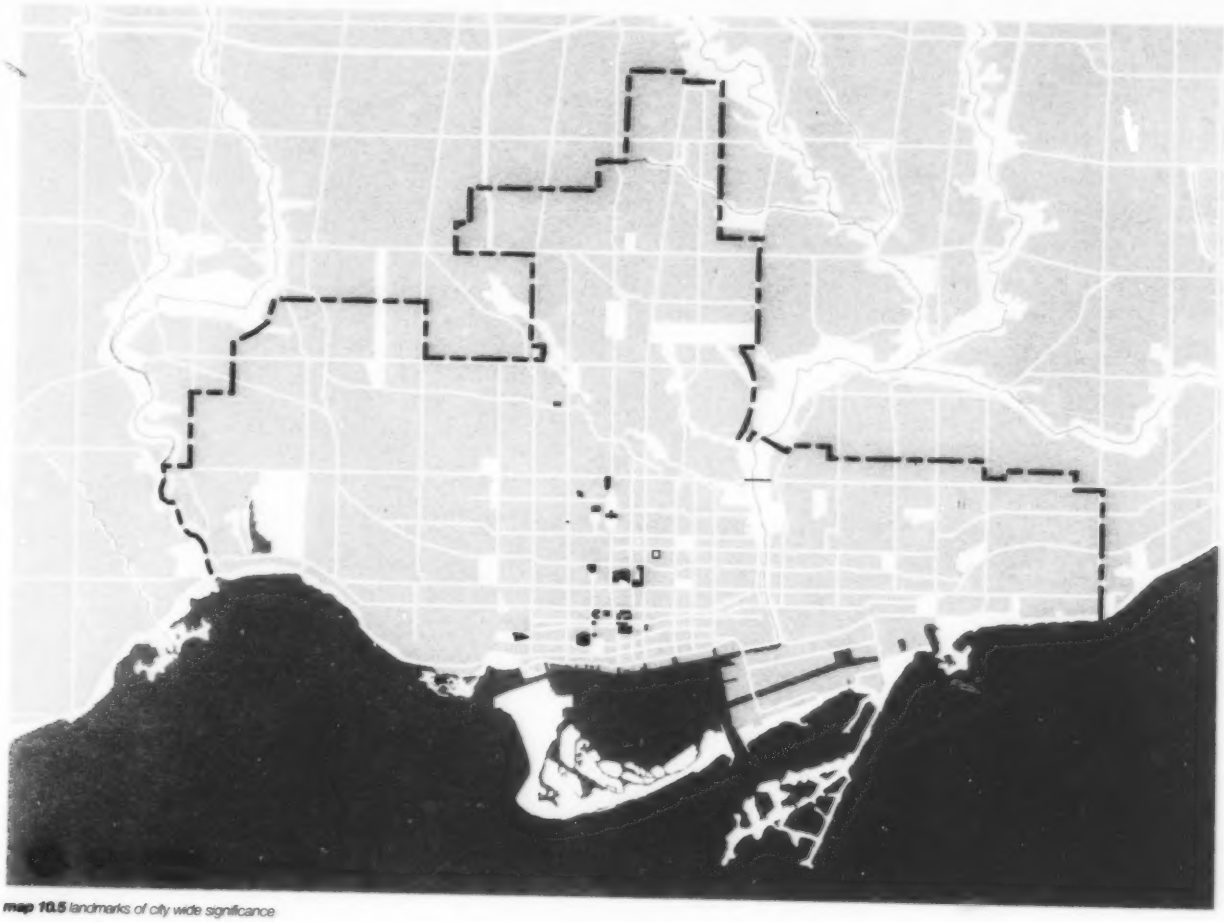
Private buildings in Toronto, as elsewhere, have borrowed from the vocabulary of public buildings to enhance their own prestige and prominence. A few of Toronto's statelier private offices have taken up the tradition of siting on grounds or behind landscaped setbacks. Many large office buildings also employ monumental architectural elements and Toronto's civic streets are as apt to contain corporate head offices as public institutions.

landmarks on the skyline

It is on the skyline, where landmarks increasingly make their mark (map 10.4), that private buildings have gained the greatest prominence as landmarks. The headquarters of the country's major banks are represented on the Toronto skyline. Nonetheless, the two most prominent structures there are quasi-public landmarks of cultural significance: the Skydome and the CN tower (illustration 10.4).

landmarks of city wide significance

The landmarks of the greatest moment are both physically distinct and culturally significant (map 10.5). Inevitably they are the postcard landmarks — Toronto's signature buildings: Queen's Park, New City Hall, the Skydome, the CN Tower, University College and Fort York (illustration 10.5).



map 10.5 *landmarks of city wide significance*

Gardiner's View - Leslie Tait

INTERRUPTIONS AND CONNECTIONS

Illustration 11.1
Although it is possible to reach the waterfront via Bay Street, the connection is degraded by a sequence of elevated expressways, rail overpasses and empty lots.

A grid city has the potential advantage of being well connected, physically and visually. In a pure grid the street pattern is easy to understand and to negotiate. It allows maximum connections to valued features like large parks or the waterfront. While Toronto generally enjoys the clarity and ease of orientation inherent in a grid street pattern, the City's current layout does not always maximize connections across the City, or to important local features. Interruptions are created by irregularities in the grid, by infrastructure corridors, and by isolated areas within the City which are difficult to pass or see through.

connections between the city and the waterfront

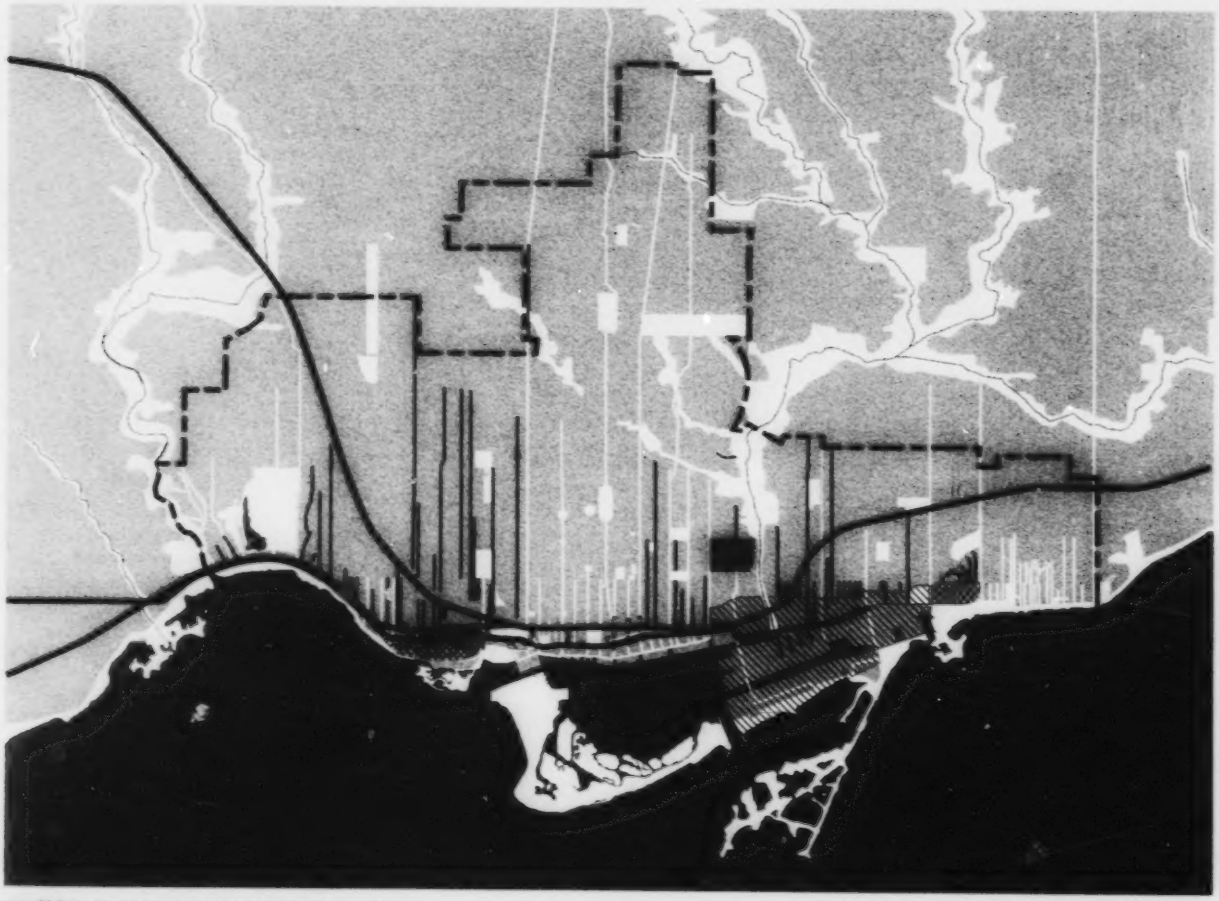
As noted in Open Space Pattern above, Toronto's degree of connection to its waterfront is varied (See map 3.3) Local street patterns, intrusive transportation corridors and large, impenetrable enclaves prevent the street connections from being more numerous (map 11.1). In the east, in the Beach, the ties between city and lakefront are visually and physically strong. Around the inner harbour, connections are moderately numerous, but their quality is poor. Views to the lake are blocked by freeway ramps and rail underpasses, and the journey between city and shore is unpleasant (illustration 11.1). The central area is bracketed by two large blocks to the waterfront — the Exhibition grounds and the Port. Connections to the lake via the river valleys are affected by the same elements. The entire lower portion of the Don River, for example, is buried under transportation and industrial infrastructure (Illustration 11.2).

connections between the city and the open space system

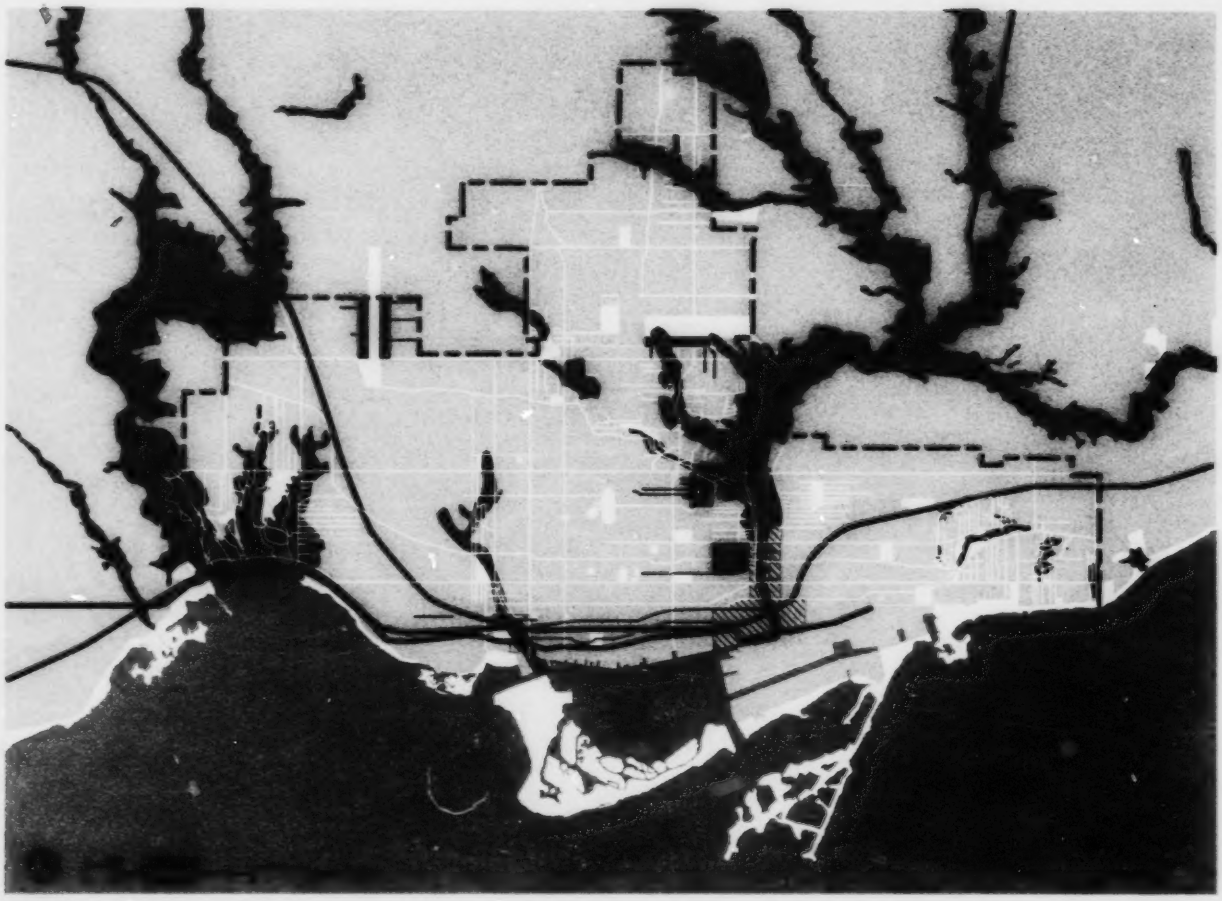
Similar conditions affect Toronto's connections to its river valleys (map 11.2). Streets, freeways and rail lines are not usually a barrier to entering the ravines, as they typically run through them rather than along their edges. But they do interfere with the ease with which the valleys can be used and traversed. Access to the ravines is more often limited by local street patterns that run parallel to the open spaces rather than into them, and by the corresponding tradition of relegating the ravines to a backyard condition behind private homes. This condition is exacerbated by the presence of several residential and industrial enclaves along the ravine edges (illustration 11.2).

areas in physical transition

A handful of large areas are scheduled for redevelopment in the coming



map 11.1 *the city and the waterfront: interuptions and connections*



map 11.2 *the city and the open space system: interruptions and connections*

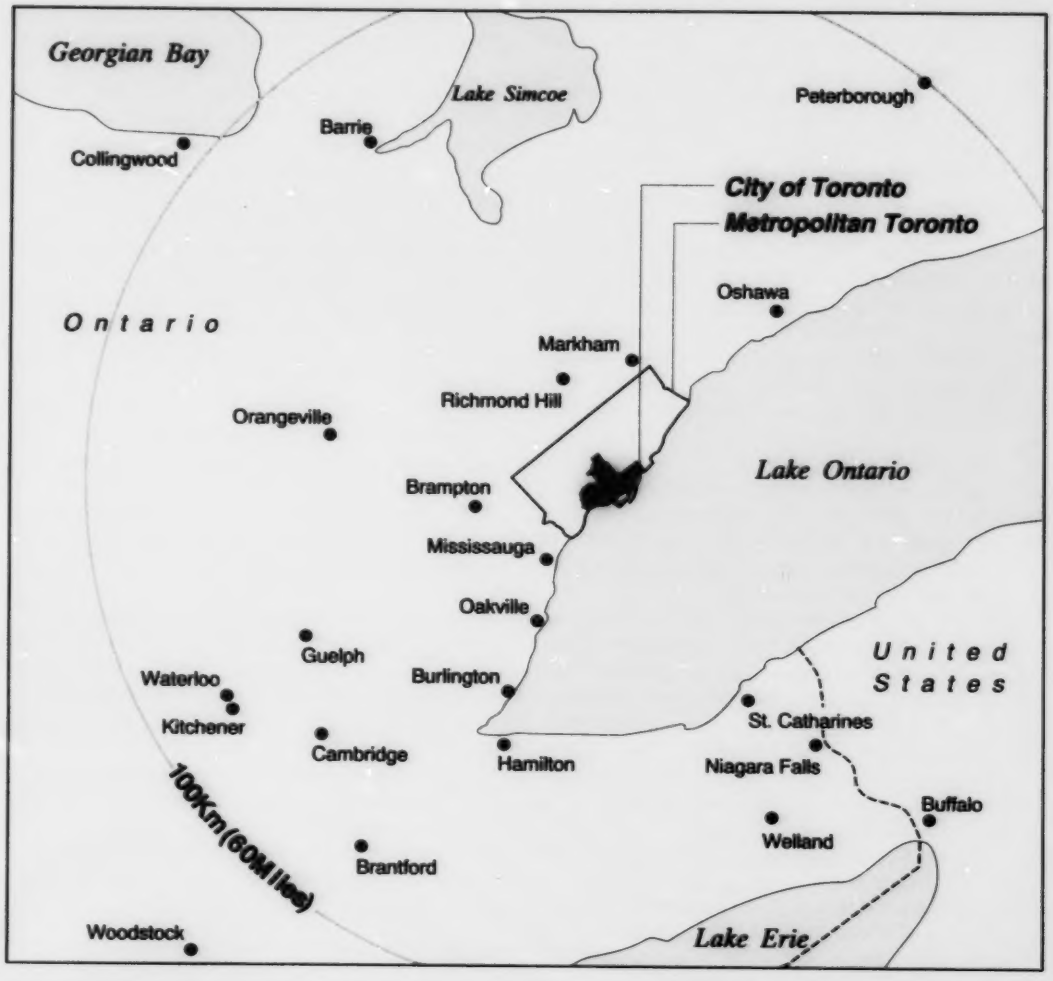
map 11.3 *areas in physical transition*

Illustration 11.3
The Railway Lands occupy a critical site in the City, between the central core and the waterfront. Their redevelopment will significantly alter Toronto's structure, particularly its relationship to the lake.

years (map 11.3). Most are industrial areas suffering from structural problems which make them difficult to renovate. Typically, they are cut off from their surroundings by unusual street patterns and infrastructure corridors. They do not have regular street patterns or patterns of public open space. They may also be filled with buildings of a type or scale which cannot be easily converted to other uses.

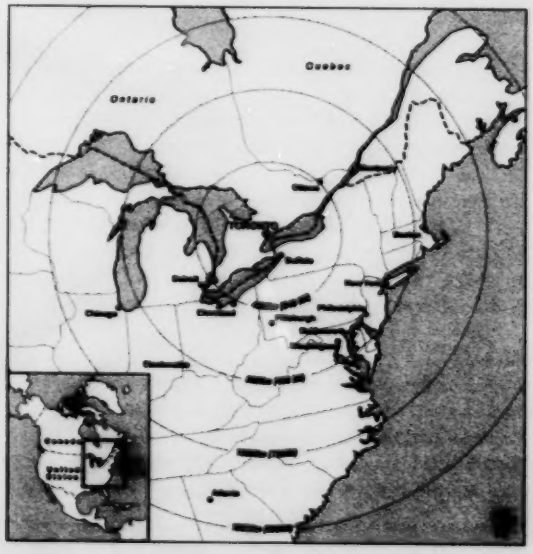
The physical structure of these areas may be changed completely if they are redeveloped. The urban structure may be reconstructed with new streets and open spaces, the building stock added to or substantially rebuilt. Area renovation could integrate the areas more closely with the adjoining city fabric. Now barriers in the City, they have the opportunity to become seams. In any case, their locations are so important that their renovation would have a significant influence on the City's future structure and form (illustration 11.3).

Illustration 11.2
The Lower Don Valley is rendered almost completely inaccessible as it passes through impenetrable blocks of industrial buildings, freeways and rail lines.



Population	
City of Toronto	0.6 million
Metropolitan Toronto	2.3 million
Within 100Km.	5.3 million
Within 160Km.	5.9 million

The City of Toronto in its regional context.



applications

In 1990 the City of Toronto's Planning and Development Department began to prepare a new Official Plan for the City, presented to City Council for their consideration in the fall of 1992. As it began its work on the plan the Department commissioned several studies to provide a foundation for the document. For the first time the City's plan was to include a section specifically dedicated to physical form issues, and an analysis of Toronto's physical structure and form was felt to be one important underpinning to these policies. The plan will guide Toronto's development for the next fifteen years and the Planning and Development Department wished to root its urban design policies and initiatives in an understanding of the City's own norms and typical conditions. The analysis was also meant to identify urban design opportunities and to provide the basis for specific area projects as they arose. San Francisco's Urban Design Plan[1] of 1971 provided an early inspiration for the study and it was from this work that Toronto adopted the name for the analysis.

In addition to its role in the development of the new plan, the City intended to use the analysis to help the with its ongoing urban design work in development review, large area redevelopment projects, the establishment of design competitions and capital works. It was felt that such an analysis would help the Planning and Development Department to keep certain underlying assumptions about the City consistent in content and emphasis. Publication of the analysis would also help to communicate those assumptions to planning and design professionals, and to the public, helping to explain the City's urban design objectives and policies.

The Planning Department also wished to use the analysis to help prioritize and streamline its urban design work. With a fuller understanding of the City's existing patterns the Department would be able to progress through the physical form components of development review more quickly without having to redescribe underlying assumptions on every occasion. An analysis of generic conditions in the City could provide a balance to the particularities of area-based planning while contributing to the identification of those situations which truly were unique. In exceptional areas the analysis would provide the basis for concentrated urban design work in places which, by their nature, warranted greater and more specialized urban design attention.

The City expected the audience for the City Patterns publication to be varied. It had to be useful as raw material for design professionals and academics, but precise enough to be used to support planning policy, while being accessible to interested members of the public.

Although it has not yet been published, the analysis has already been used by the Planning and Development, as the underpinning to some of the urban design proposals in the new official plan, as a foundation to the physical planning in large areas redevelopment, and to help determine the location of future capital works and public art projects.

method

City Patterns began as a mapping documentation exercise, the initial thrust of which was to understand typical city patterns and identify exceptional conditions. Members of the study team first identified elements of the City important to its structure and form. Each such element (views or streets related to open spaces, for example) was studied and mapped separately, and the work was reviewed and critiqued regularly by the entire group.

The mapping began on large black and white maps at 1:20,000, showing streets and building outlines. Each team member was given several maps and assigned one or more elements. They were asked to draw these elements onto a map in colour, in any way that occurred to them, as completely as they could. The early maps were principally documentation of city elements. After the first review, certain patterns emerged in the maps themselves or in discussion of their contents. Subsequent drawings were more analytic, trying to tell stories about these patterns and convey the impressions graphically. Eventually, various elements were overlaid by tracing over several of the maps, in an attempt to identify relationships. Eventually, the series was culled of those maps that failed to reveal the pattern in an element or add to the understanding of others.

The early work ignored all formal municipal boundaries. It was felt that these would limit understanding of larger structural elements, such as topography or street pattern. The scale deemed suitable to the study was that of the City as a whole. Elements or patterns particular to one area were initially passed over. Later, some individual areas, important to the City at large, were considered in more detail.

The initial work involved stripping the City into layers, breaking the information into small enough sub-categories to permit the identification of a pattern. Subsequently, maps were selectively combined, revealing information about city patterns which was not evident when the elements were viewed alone.

Midway through the study, the maps were reconstructed on computer in layers to facilitate changes and the free combination of data. The maps were also organized into categories that had emerged through the analysis. It should be noted that the collection of maps could be structured in various ways as they are strongly inter-related. The maps were refined through field work, research and further analysis.

further work

The City Patterns work is neither exhaustive nor definitive. Several areas of investigation suggested in the course of the work could not be not pursued within the scope of this study. For example, the set of maps documenting the City's infrastructure should be completed with maps of the below ground infrastructure, the lot configuration of the City, and the public institutions like schools, libraries and community centres. Historic maps documenting the evolution of Toronto's street pattern, lot pattern and figure ground would be invaluable.

City Patterns concentrates on elements significant today to the City as a whole, but it would be productive to study the structure of smaller areas of the City in the same manner. The typical structure of Toronto neighbourhoods, in particular, would reward further study, as a tool for planning new neighbourhoods. Finally, a more comprehensive study of Toronto building types and a city mapping of the same would add significantly to this work. Such projects may be assigned in coming years. Hopefully, publication of City Patterns will prompt further work and similar investigations.

[1] The Urban Design Plan for the comprehensive Plan of San Francisco, May 1971, Prepared by the Department of City Planning, 100 Larkin Street, San Francisco, California 94102

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The Background chapter on the History of Toronto's Urban Form was based on work completed for the City of Toronto by George Baird of Baird Sampson Architects, Toronto, Ontario.

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ILLUSTRATIONS

COLLECTION OF THE CITY OF TORONTO
Frontispiece chapter 1:
Toronto Islands 1982
Martyn Van Sonsbeek
chalk pastel, coloured pencil on paper
66.0 x 101.7 cm.
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Frontispiece chapter 3:
Bloor Street Bridge 1953
Florence G. Vale
oil on board
30.5 x 40.6 cm.
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Frontispiece chapter 4:
Summertime Streetcar I 1975
Gerald Zeldin
gouache and watercolour on board
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Frontispiece chapter 5:
Cat Houses, Borden Street 1988
Peggie Coulter
gouache on paper
57.0 x 76.0 cm.
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Frontispiece chapter 6:
Richmond Street Looking West 1985
Louis Crout
silkscreen on paper
64.2 x 44.6 cm.
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Old Fort York, Toronto
Harry D. Wallace
etching on paper
11.8 x 14.2 cm.
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Frontispiece chapter 8:
Front Street/Union Station 1985
Marilyn Brandon
oil on masonite
40.4 x 50.8 cm.
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The Noble Block 1984
Salvatore Gallo
oil on masonite
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Toronto's Power House # 3 1974
Patricia Parkinson
etching on paper
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Frontispiece chapter 11:
Gardiner's View
Leslie Tait
coloured pencil on paper
30.5 x 76.3 cm.
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Ill. 1.1: Plan of York Harbour, September 1973
MT 171

Ill. 1.2: Topographical Plan of the City and Liberties of Toronto, James Cane, 1842
MT255

Ill. 1.3: City of Toronto in the 1880s,
etching after the painting by Owen Staples ,
MT 278

Ill. 1.9: Toronto, 194
SC 128-365

Ill. 1.2: Proposed Intercepting Sewers and Outfall, February 1889
MT 98-2

Frontispiece chapter 2: Toronto in 1877 (looking west)
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Ill. 7.4: Peter Goodwin
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Vince Pietropolo
Ills. 4.1, 8.5, 10.1, 10.2

METROPOLITAN TORONTO REFERENCE LIBRARY
Ill. I.7: 'Bird's' Eye View of Lawrence Park Estates, 1910
917.13541.L136

NATIONAL ARCHIVES
Ill. 2.2; Plan of Torento Harbour with the proposed Town and part of the Settlement, Gothermann, 1788
Cartographic and Architectural Archives Division
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METROPOLITAN TORONTO ARCHIVES
Ill. 11.2